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FIFTY-SIXTH
ANNUAL REPORT

OF THE
PRESIDENT AND DIRECTORS
TO THE
STOCKHOLDERS

Baltimore & Ohio Railroad Co.

FOR THE YEAR ENDED 30TH SEPTEMBER, 1882.

Baltimore:
DOWLING & CO., PRINTERS, 166 W. Baltimore St.

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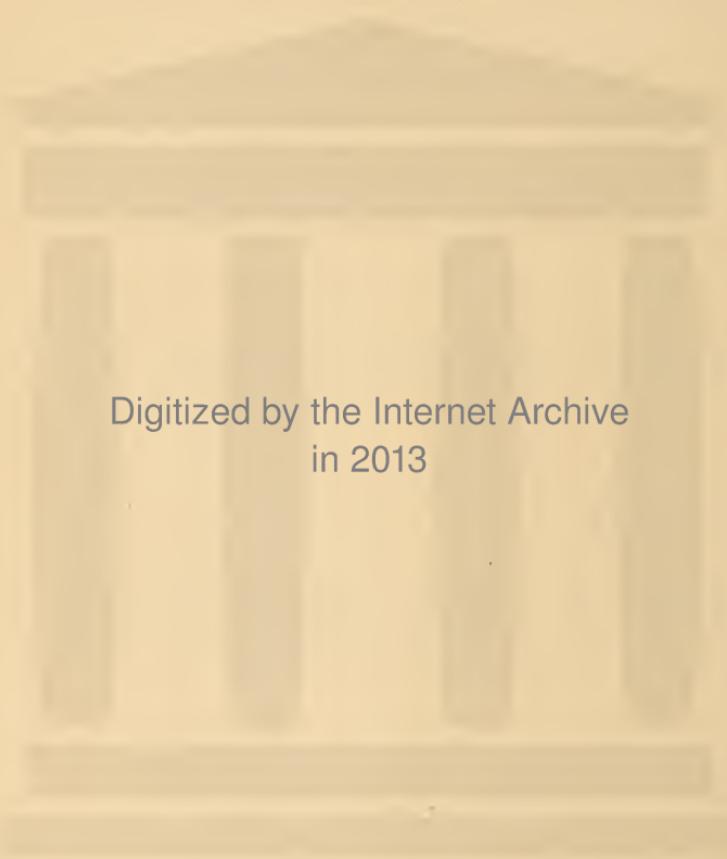
OF THE

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Fifty-Sixth Annual Report.

OFFICE OF THE
Baltimore and Ohio Railroad Company,
Baltimore, October 1, 1882.

The President and Directors submit to the Stockholders of the Baltimore and Ohio Railroad Company the following statement of its affairs for the fiscal year ended 30th September, 1882.

The Reports of the Treasury, Transportation, Road and Machinery Departments, and of the General Manager of the Trans-Ohio Divisions, are appended.

THE REVENUES.

The Revenues of the Main Stem, including the

Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the

Somerset and Cambria Railroads, have been \$10,556,569 60

Of the Washington Branch.....	354,356	45
" " Parkersburg Branch.....	624,665	30
" " Central Ohio Division.....	987,401	99
" " Lake Erie Division.....	940,768	94
" " Chicago Division.....	1,692,006	57
" " Wheeling, Pittsburgh and Baltimore (formerly the Hempfield) Railroad...	59,380	13
" " Newark, Somerset and Straitsville Railroad	188,937	47
" " Pittsburgh and Connellsville Railroad (Pittsburgh Division)	2,979,789	27
Total.....	\$18,383,875	72
Showing a decrease, compared with 1881, of...	80,001	54
And, compared with 1880, an increase of.....	66,135	62
And, compared with 1879, an increase of.....	4,189,895	29

I.—OF THE MAIN STEM.

The assets and liabilities of the Company are shown in statement A of the Treasurer. The earnings and working expenses are shown in statement B.

The following analytic statement is given, in order to furnish particulars of expenses in comparison with the two preceding years.

MAIN STEM.

Statement of the Earnings and Working Expenses for the Fiscal Years 1880, 1881 and 1882, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the Somerset and Cambria Railroads.

	1880.	1881.	1882.
EARNINGS.	\$11,229,880 61	\$11,122,259 56	\$10,556,569 60
EXPENSES.			
General Expenses.....	\$169,184 27	\$210,627 92	\$198,227 40
Losses by Accidents, &c.....	40,100 53	45,833 47	72,048 95
Expenses of Transportation	1,952,942 57	2,156,414 44	2,258,207 54
Repairs of Railway.....	776,171 79	1,083,969 53	1,003,249 36
Repairs of Water Stations.....	12,800 72	16,551 86	10,590 80
Repairs and Construction of Lepots.....	103,910 41	141,236 90	154,439 97
Repairs of Bridges.....	69,243 29	74,691 24	55,788 59
Repairs of Telegraph Lines.....	10,819 86	25,065 36	39,204 30
Repairs of Stationary Machinery.....	87,226 57	98,201 56	95,754 98
Watching Cuts.....	37,679 32	34,854 32	31,678 99
Watching Tunnels.....	3,523 54	4,406 77	4,551 90
Watching Bridges.....	16,550 42	18,928 71	18,663 16
Pumping Water.....	26,728 76	29,386 82	28,380 57
Repairs of Locomotives.....	721,125 11	686,795 58	654,236 92
Repairs of Passenger Cars.....	212,206 04	236,511 93	235,533 16
Repairs of Burden Cars, including construction of 1690 New Cars in 1880.....	1,359,206 04	911,995 82	675,248 49
Cleaning Engines and Cars.....	64,827 64	81,557 80	88,908 82
Contingent Expenses of the Machinery Department.....	5,641 63	9,786 57	11,574 48
Fuel.....	367,017 76	386,893 87	327,305 20
Preparing Fuel and Filling Tenders.....	19,993 58	21,933 24	20,032 41
	\$6,016,899 85	\$6,275,643 71	\$5,983,625 99
Earnings more than Expenses....	\$5,172,980 76	\$4,846,615 85	\$4,572,943 61
Working Expenses.....	53.93 per ct.	56.42 per ct.	56.68 per ct.

It is shown that the earnings of the Main Stem and the Branches stated, in comparison with the fiscal year 1881, have decreased \$565,689.96, and the working expenses have decreased \$292,017.72, making a comparative decrease in the net profits of \$273,672.24.

The expenses of working and keeping the roads and machinery in repair amounted to \$5,983,625.99, being 56.68 per cent. upon the earnings, showing an increase of $\frac{2}{10}\%$ of 1 per cent. compared with the previous year, and of $2\frac{7}{10}\%$ per cent. compared with 1880. It will be seen in the statement of the gross earnings and expenses of all lines and branches operated by the Company, that the net results for the fiscal year showed an increase and gain over 1881 of \$381,263.65.

The Sinking Fund, for the payment of the loan of the City of Baltimore, which was originally \$5,000,000, increased during the year \$28,779.59, making the payment in advance and in reduction of that loan, which will mature in 1890, \$2,425,000.

On the 5th of May, 1881, the Mayor and City Council of Baltimore, in view of the large premium existing on the certificates of the city's indebtedness which would operate, in the language of the preamble adopted, as "a great hardship on the Baltimore and Ohio Railroad Company without a corresponding advantage to the City of Baltimore," and in consideration of the large sum accumulated in the Sinking Fund in the possession of the City, practically redeeming, to that extent, the loan to the Company made in 1853, enacted an ordinance to take effect when confirmed by the General Assembly of Maryland, arranging for the remainder of the debt to be paid at the maturity of the mortgage in 1890.

Under this ordinance the loss by the payment of the large premium on bonds of the City will cease. The General Assembly of Maryland confirmed and ratified this ordinance on March 30th, 1882. Under it the adjustment of the amount

in the Sinking Fund was made on April 1st, 1882, namely \$2,425,000.00, leaving \$2,575,000.00, the interest on which at 6 per cent. continues to be paid quarterly.

The payments for investments on account of the Sinking Funds, for the redemption of the Sterling Loans due in 1895, 1902, 1910 and 1927, during the year amounted to \$516,627.41, which at \$4.84 per pound Sterling, make £106,741 4s.

In accordance with the agreement with the City of Baltimore, the seventh annual payment, namely, \$40,000 of the principal of the bond for one million dollars, given for the purchase of the interest of the City in the Pittsburgh and Connellsburg Railroad Company, has been made, thus reducing this obligation to \$720,000.

The following statement shows the payments made and the increments in Sinking Funds during the fiscal year for account of the respective debts :

Increment of City Sinking Fund.....	\$28,779	59
Increment of Sinking Funds for the redemption of the Sterling Loans due in 1895, 1902 and 1910.	468,358	68
Payment on account of the principal of debt to City of Baltimore for the purchase of its interest in the Pittsburgh and Connellsburg Company.....	40,000	00
The Pittsburgh and Connellsburg Sinking Fund..	27,149	50
The Baltimore and Ohio and Chicago Railroad Companies' Sinking Fund.....	48,268	73
The Washington City and Point Lookout Railroad Company's Sinking Fund	5,155	00
Total.....	\$617,711 50	

The following shows the aggregate of payments made on account of the principal, and the investments for Sinking Funds on account of the debts stated :

On account of the Mortgage Loan redeemable in 1880...	\$120,500	00
On account of the Mortgage Loan redeemable in 1885...	790,000	00
On account of the bonds of the Northwestern Virginia Railroad Company, for \$500,000, endorsed by the		

Baltimore and Ohio Railroad Company, payable in 1885.....	360,000 00
On account of the Loan of the City of Baltimore.....	2,425,000 00
On account of the Sterling Loan, redeemable in 1895....	1,414,412 00
On account of the Sterling Loan, redeemable in 1902....	1,753,988 00
On account of the Sterling Loan, redeemable in 1910....	952,209 74
On account of the Sterling Loan for the Baltimore and Ohio and Chicago Companies, redeemable in 1927.....	211,730 35
On account of the purchase of the interest of the City of Baltimore in the Pittsburgh and Connellsville Railroad Company.....	280,000 00
On account of the Sinking Fund of the Pittsburgh and Connellsville Railroad Company.....	145,044 00
On account of the Sinking Fund of the Baltimore, Washington and Alexandria Branch of the Washington City and Point Lookout Railroad Company.....	38,179 24
Total	\$8,491,063 33

Semi-annual dividends of five per cent. upon the capital stock were paid on the 1st of November, 1881, and on the 16th of May, 1882.

The Profit and Loss Account shows an increase for the past year of \$1,648,978.23. It will be seen by this account that the Surplus Fund, which represents invested capital derived from net earnings, and which is not represented by either stock or bonds, now amounts to \$43,907,658.84.

The needlessly low and unremunerative rates under which a large amount of traffic has been transported by the trunk lines during the first nine months of the fiscal year, again materially reduced the net results.

The increase in the Surplus Fund for the year ended 30th September, 1881, was \$1,697,038.24, whilst for 1882 it has been \$1,648,978.23, thus showing a comparative decrease of net results of \$48,060.01.

The exceptional and highly conservative system of the Baltimore and Ohio Company, without precedent in America or Europe, by which more than forty-three millions of dollars of

net earnings, unrepresented by stock or bonds, have been invested, during a long series of years, in valuable improvements and extensions, in connecting lines, in the great iron bridges over the Ohio river, in elevators, wharves, piers, docks, terminal facilities, real estate, stations, etc., has enabled the Company to continue the payment of semi-annual dividends of five per cent. each on its Capital Stock, which amounts to only \$14,783,600, a sum so limited as to present a marked contrast to that of all competing Trunk Lines. The Capital Stock of the New York, Lake Erie and Western Railroad is \$76,943,100, that of the New York Central and Hudson River Railroad \$89,428,300, and that of the Pennsylvania Railroad \$77,672,750. The only effect, therefore, of the extremely low rates injudiciously forced upon it during a large portion of the year has been, in consequence of this small amount of stock, to reduce its net earnings, after the payment of cash dividends of ten per cent. to its shareholders, to 3.90 per cent. on its surplus fund of September 30th, 1881. This satisfactory condition, under the serious and prolonged competition and unwise action of antagonistic interests for so large a portion of the year, again shows that the Company can, whilst continuing to effect excellent results for all holding investments in its property, maintain a just policy, protective alike of the interests of its terminal cities and the regions with which it is connected.

Under the agreement entered into during the current year, many of the commissions and rebates paid by some of the Trunk Lines have been abolished, embracing payments for immigrants, first-class passengers and freights. As the agreement requires the total abolition of all such wasteful needless and frequently corrupt expenditures, it is anticipated that, at an early date, the railroad system will be restored to regular charges, without variation or commissions to middle men,

the only apology which can be offered for their employment being a want of good faith and honest action on the part of the managers of railway property.

The Baltimore and Ohio Railroad Company sold to Mr. J. S. Barbour, for himself and associates, the common and first and second preferred stock held by it in the Virginia Midland Railway Company. The agreement under this sale not only fully protected the trade and interests of the City and the traffic of the Baltimore and Ohio Railroad Company in connection with the Virginia Midland Railway Company, but secured arrangements by which business from the entire range of States extending to and bordering on the Gulf of Mexico will be commanded for this port and the lines of the Baltimore and Ohio Company. The railway extensions of the parties controlling this system are reported to be progressing satisfactorily. \$2,848,990.28 have been paid on account of the principal of this purchase, and \$88,947.15 for interest thereon up to the close of the fiscal year, and the payment of the remainder of the purchase money is to be made at early dates.

It is shown by the report of the Transportation Department that the tonnage of through merchandise East and West has been 2,043,227 tons, whilst in the preceding year it was 2,014,110 tons, 1,980,397 tons in 1880, and 1,425,629 tons in 1879. 607,038 barrels of flour and 8,343,240 bushels of grain were brought to Baltimore during the fiscal year. Of this aggregate of grain, 6,586,814 bushels were wheat, 591,719 bushels were corn, and 1,103,614 bushels were oats. In live stock the traffic has been 80,284 tons, and in lumber brought to Baltimore 95,266 tons. The large falling off in the transportation of grain, as compared with the preceding year, arose from the general deficiency in the crops of the country, and from the operations of speculators, which caused the prices to advance to such figures as largely reduced the exports from the United States to

Great Britain, France, Germany, Belgium, the Netherlands, etc., and caused all the countries consuming grain to seek it elsewhere. In addition to the supplies heretofore furnished by Russia, Egypt and Hungary, India and Australia were enabled, on account of the high prices prevailing in America, to export largely to meet the requirements of the consumers usually supplied from the United States. Under any of the ordinary conditions of commerce, in view of the superior and economical arrangements of the Baltimore and Ohio Company for handling and exporting grain, the increase in this traffic must be steady and large. These speculations, so injurious to the country and its general business interests, fortunately resulted disastrously to the operators who caused the advance, and who held the grain for long periods at extreme prices, thus causing a cessation of foreign shipments. Their experience, it may be hoped, will prevent for many years similar mischievous and injurious speculative operations.

The serious diminution in the export of grain from the United States is shown by the following statement, namely :

	Corn.—Bus.	Wheat.—Bus.	Total.
Year ended Sept. 30, 1881.....	87,253,525	148,629,703	235,883,228
Year ended Sept. 30, 1882.	38,216,468	92,367,508	130,583,976
Decrease..... .	49,037,057	56,262,195	105,299,252

The coal trade of the Main Stem shows an aggregate of 2,521,226 tons, which includes 386,626 tons for the Company's supply. Of this quantity that transported for the public, delivered in Baltimore, is 1,671,097 tons, and that delivered at local and western points, 463,503 tons. In the fiscal year, 2,447,749 tons of coke and coal were transported on the Pittsburgh Division, and 678,041 tons of coal on the Trans-Ohio Divisions. The aggregate of coal and coke thus transported, including all Divisions, was 5,647,016 tons, showing an increase for the year of 1,107,389 tons.

These results are gratifying: they have been realized notwithstanding the most serious and protracted strike that has occurred in the history of Maryland, which caused a cessation of mining and shipments from the Cumberland and George's Creek regions from March 15th to August 28th. The charges and cost for mining were for many years materially in excess of those in the competing regions in Pennsylvania and elsewhere, and beyond those deemed to be properly remunerative. The much higher comparative cost of mining the coals of Maryland and West Virginia, which are more readily worked and with less labor than the coals of the competing regions, prevented these important interests, for a number of years past, from competing effectively with similar coals in other sections. The system which has been organized since the recommencement of work, will enable these regions to participate in the improvement of the coal trade of the country, and in view of the increased business that can be commanded, will produce much better results, not only for the owners of these great properties, but for the miners themselves, for the general interests of the communities whose prosperity depends upon the activity of this important trade, and for the commonwealths in which these properties are situated.

The tonnage of through merchandise East and West, was:

For 1871.....	435,207 tons.	For 1877.....	1,047,645 tons.
" 1872.....	557,609 "	" 1878.....	1,149,499 "
" 1873.....	640,265 "	" 1879.....	1,425,629 "
" 1874.....	752,256 "	" 1880.....	1,980,397 "
" 1875.....	872,101 "	" 1881.....	2,014,110 "
" 1876	1,093,393 "	" 1882.....	2,043,227 "

The passenger earnings exhibit an increase from \$1,714,-922.16 in the preceding year, \$1,379,990.34 in 1880 and \$1,171,033.30 in 1879, to \$1,922,401.17.

The accommodations at Deer Park Hotel have been about doubled since the season of 1881 by the addition of two annexes and the enlargement of the main building. The annexes are separated 125 feet from the main hotel for greater security in case of fire. They are forty feet by one hundred and eleven feet each, three stories high, surrounded by wide piazzas on the first floor, and designed in the modern Queen Anne style of architecture. Each is covered with a slate roof terminating with terra-cotta cresting. The two annexes furnish 114 additional bed-rooms, besides a drawing room in each, and a ball room forty feet by forty-seven feet in the west annex, and are fitted up with bath rooms and other necessary fixtures, located in a separate building in the rear of each. The dining room in the main building has been extended 30 feet, making with the former ordinary, an addition of 30x84 feet, nearly double its former size, and all other needed structures have been added. A complete laundry, worked by steam power, has also been constructed on the premises, with the latest most improved machinery, having sufficient capacity to do all the laundry work for the Company's summer resorts. A new stable, with accommodations for 150 horses, has been built. The stable is distant from the hotel over 200 yards, and, by reason of the wooded slope which intervenes, is entirely out of sight of the hotel. The center building is 36x102 feet, and contains harness and carriage rooms with hay lofts, and sleeping rooms for coachmen on the second floor. The two wings are 30x79 feet each.

The hotel at Oakland has also been enlarged, doubling its former capacity by the addition of the east wing, and an extension of the west wing 34 feet, making the total front 321 feet. The dining room has been lengthened 25 feet, and a new dining room for children has been formed in the extension. The new wing contains the parlor, 33x41 feet, and a ball-room in

the rear, 33x54 feet, besides 82 bed-rooms. The kitchen department has likewise been enlarged and greatly improved. Numerous new roads and drives, in the beautiful and interesting country adjacent to these mountain hotels, have been constructed, and the old ones have been much improved. The policy of the Company has been during the past season, and will continue to be, to reserve abundant accommodations for travelers passing between the east and west who desire to remain at these hotels only for a few days.

The great economy, comfort and facility with which these summer mountain homes can be reached from Washington, Baltimore, Philadelphia, Wheeling, Pittsburgh, Columbus, Chillicothe, Chicago, Cincinnati, Louisville and St.Louis, as well as from other Eastern and Western cities and sections, will continue to secure a large and increasing travel.

The Company purchased 220 acres of land upon the beautiful Youghiogheny river, and at a distance of three miles from Deer Park. A dam has been constructed, forming a large lake. Its excellent waters, issuing from springs twenty-six hundred feet above tide, will be used during the winter for the purpose of securing ice, not only for the hotels in the vicinity, but for the supply of the passenger trains and the hotels between the Patapsco and the Ohio. Suitable ice houses have been built on its borders. Lake Youghiogheny can be enjoyed by the guests at the hotels during the summer for boating and fishing, and it adds a very attractive feature to the new drive between Deer Park and Oakland.

All the tracks of the Main Stem and Branches east of the Ohio river, with the exception of a few miles, are now laid with steel rails. The increased cost of steel thus continuously substituted for iron rails has been charged to the Repair Account as uniformly heretofore.

The condition of the road bed, tracks and engines has been brought to a high standard. New and splendid sleeping coaches, parlor and thoroughfare cars have been continuously added, replete with every modern improvement and convenience, so that the Company now furnishes an equipment unsurpassed for comfort and elegance. The hotels owned by the Company are in superior order, and continue to be managed with exclusive regard to the advantage and enjoyment of its guests. Their attractions combined with moderate charges, have been greatly appreciated by the public, and have aided in obtaining the satisfactory increase of revenue from passengers.

Attention is invited to the Reports of the Masters of Transportation, Road and Machinery, and of the General Manager of the Trans-Ohio Divisions, in which will be found much interesting information in regard to the working of the roads, the increase of plant, and improvements made during the year.

29 engines were built at the Company's works at Mount Clare, namely, 19 of the largest class for freight service, and known as the Consolidation, each weighing 51 tons, with cylinders 20x24 inches, 50-inch driving wheels, 8 drivers connected, with a 2-wheel pony truck; 9 for passenger service, each weighing 90,050 pounds, with cylinders 19x24 inches, with 4 drivers of 69 inches each in diameter; and one for switching purposes, weighing 67,050 pounds, with cylinders 17x24 inches, and with 4 drivers of 50 inches each in diameter. Of the number constructed, 18 engines, costing \$174,411.11, have been charged to Rolling Power, and 11, costing \$95,314.27, which replace that number withdrawn, because their capacity and patterns were not adapted to the present requirements of the service, have been charged to the Repair Account.

1618 cars have been built and rebuilt at Mount Clare and other shops of the Company, and 48 cars have been purchased. The cars thus built and rebuilt include 22 eight-wheeled

passenger, 51 feet $8\frac{1}{2}$ inches long, with large windows and double blinds, finished in the interior with solid mahogany and bronze trimmings, decorated with oak head linings removable in sections, and furnished with three double-burner bronze lamps; 5 cars for the postal service with six-wheeled trucks; 5 baggage, 51 feet $8\frac{1}{2}$ inches long, with standard trucks and all modern conveniences; 714 gondola, 404 hopper gondola, 228 side dump, 208 house, 11 caboose, 9 flat bottom, 4 stock and 8 dump cars. All the freight cars built have a capacity of 40,000 lbs., being nearly double that of the cars formerly used in the service. Of this aggregate of 1666 cars, 1173 being new and additional plant, and costing \$727,715.49, have been charged to Rolling Power. 493 cars were built to replace that number worn out, and their cost, \$139,507.65, has been charged to the Repair Account. 150 house cars have been fitted with air brakes, and arranged with ventilation for the transportation of perishable freights; 1058 cars have received thorough repairs, and 389 have been repainted. The cost of these improvements and repairs, \$181,841.63, has been charged to the Repair Account. The fixed policy of the Baltimore and Ohio Company is to continue to add large and effective facilities, by which its increasing business, and the commerce of the port of Baltimore, can be thoroughly accommodated and promoted.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F. It will be seen by statement E that the earnings were \$354,356.45, showing an increase of \$786.00 compared with the previous year. The expenditures charged, according to the system explained in previous annual reports, amount to \$133,102 91, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water. The partial expenditures

charged, being deducted from the revenue stated, the sum of \$221,253.54 remains, an increase of net earnings, compared with the preceding year, of \$27,720.30. The expenditures upon the Washington Branch show a decrease compared with the preceding year, of \$26,934.30. In order to make this Branch as perfect as possible, important improvements continue to be made, particularly in the substitution of stone for gravel ballast. It is designed to make the road free from dust and to perfect it in every practicable form. Semi-annual dividends of five per cent. upon the capital stock were paid on the 1st of November, 1881, and on the 17th of April, 1882.

III.—OF THE PARKERSBURG BRANCH RAILROAD COMPANY.

Statement G of the Treasurer shows that the earnings of this road for the fiscal year were \$624,665.30, and the working expenses \$516,594.43, showing net \$108,070.87. The earnings were \$87,492.98 less than in the previous year, and the expenses decreased \$123,141.73, showing net increase compared with the previous year of \$35,648.75. 1,301 tons of steel rails were used, thus completing the tracks of the entire branch with steel.

The large percentage of through business upon this road, and the low rates at which it was carried for the first nine months of the year, caused the great diminution in revenue. The decreased expenditures resulted largely from the use of 1,301 tons of steel rails, compared with 2,769 tons for the preceding year.

The aggregate earnings, working expenses, and net results of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads; of the Washington Branch and the Parkersburg Branch Railroads;

the Central Ohio, Lake Erie, Chicago and Pittsburgh Divisions; the Wheeling, Pittsburgh and Baltimore, and the Newark, Somerset and Straitsville Railroads, for the fiscal year were, viz:

	Earnings.	Expenses.	Net Earnings.
Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout and the Somerset and Cambria Railroads.....	\$10,556,569 60	\$5,983,625 99	\$4,572,943 61
Washington Branch.....	354,356 45	133,102 91	221,253 54
Parkersburg Branch.....	624,665 30	516,594 43	108,070 87
Central Ohio Division	987,401 99	672,469 73	314,932 26
Lake Erie Division.....	940,768 94	706,067 89	234,701 05
Chicago Division.....	1,692,006 57	1,245,600 01	446,406 56
Pittsburgh Division.....	2,979,789 27	1,437,664 29	1,542,124 98
Wheeling, Pittsburgh and Baltimore Railroad.....	59,380 13	58,229 25	1,150 88
Newark, Somerset and Straitsville Railroad.....	188,937 47	175,859 15	13,078 32
Working Expenses, 59.44 per ct.	\$18,383,875 72	\$10,929,213 65	\$7,454,662 07

The net earnings of the Chicago Division, of the Wheeling, Pittsburgh and Baltimore Railroad Company, and of the Lake Erie Division, have been credited to the accounts for interest of those Companies.

The gross earnings of the Central Ohio Division were \$987,401.99, whilst the net were but \$314,932.26, caused by the low rates for a large portion of the through business upon the line for the first nine months of the fiscal year. Under the lease of the Central Ohio Railroad, thirty-five per cent. of the gross earnings are paid annually to that Company. The loss on this Division for the year, under the agreement, was \$30,658.43, which has been charged in the Profit and Loss Account.

The aggregate working expenses of the Main Stem, with all Branches and Divisions, were 59.44 per cent. of the whole gross revenues, being 2.25 per cent. less than the preceding year.

The net earnings of the Main stem, including all Branches and Divisions, are.....	\$7,454,662.07
The net earnings for 1881 were.....	7,073,398.42
Showing an increased net result, for the past as compared with the preceding year, of.....	\$381,263.65

The condition of the entire lines, their roadbeds, tracks, and structures, has not only been fully maintained, but continuously and permanently improved.

THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

The earnings for the year ended September 30th

1882, were	\$2,979,789.27
The working expenses for the same period, were	1,437,664.29
being 48.24 per cent.	

Showing net earnings

The earnings were \$479,240.69 more than those of the previous year, and the expenses increased \$61,589.09, showing net increase over the preceding year \$417,651.60. The decrease in the ratio of working expenses has been 6.79 per cent. as compared with the preceding year.

Net earnings..... \$1,542,124.98

After paying the interest on the \$4,000,-

000, 7 per cent. first mortgage bonds	\$280,000.00
the interest on the Turtle Creek bonds	19,545.00
the interest on the Sterling Consolidated Mortgage bonds.....	374,441.76
and the interest on the amount held	
in the Sinking Fund.....	4,820.64
and expenditures for the construction	
of double track.....	456,374.45

Making..... 1,135,181.85

there remains an excess of net earnings of..... \$406,943.12 which has been credited on account of cash advances and interest thereon made by the Baltimore and Ohio Railroad Company to the Pittsburgh and Connellsville Railroad Company

The large and rapidly growing traffic of the Pittsburgh Division, particularly between the Connellsville coke region and the City of Pittsburgh, has rendered a second track between those points very desirable. During the year thirty-three and three-tenths miles of this second track have been constructed in a most substantial manner with steel rails and stone ballast, requiring large expenditures for widening cuts and embankments, bridges and culverts, and the construction of additional sidings for local deliveries at mills and manufactories where the former sidings were used for the second track. This important improvement is still in progress, with the view of completing the second track for the entire distance between Connellsville and Pittsburgh at an early date. The station house at Rockwood, the Junction of the Somerset and Cambria Road, has been enlarged and improved for the accommodation of both freight and passenger traffic, and a commodious and substantial brick freight house has been erected at Johnstown.

BALTIMORE AND OHIO AND CHICAGO RAILROAD COMPANIES.

The earnings of these Companies, known as the Chicago Division of the Baltimore and Ohio Railroad Company, for the fiscal year were.....\$1,692,006.57
The working expenses for the same period were.. 1,245,600.01

73.61 per cent., being 1.26 per cent. more than
the preceding year.

The surplus for credit to the account of this

Division is..... \$446,406.56

The earnings were \$53,344.92 more than in the previous year, whilst the expenses increased \$60,008.04, showing a comparative decrease of \$6,663.12.

The interest paid upon the five per cent. Sterling Loan of £1,600,000 taken for account of these Companies, amounted during the year to \$386,837.23 and the taxes to \$47,815.49.

The taxes paid, \$47,815.49, being deducted from the net earnings, \$446,406.56, leave \$398,591.07, which have been credited in the Interest Account of the Main Stem, in which is charged the interest paid for the Baltimore and Ohio and Chicago Railroad Companies' Loan of 1927.

EXPRESS, TELEGRAPH, SLEEPING AND PARLOR CAR ORGANIZATIONS.

The Baltimore and Ohio Company has continued to act upon the principle of abolishing middle men and all intermediate organizations in the transaction of its business for the public. It has, with great advantage to all interests, maintained an absolutely independent system for express work upon its own and connecting lines. It has placed in operation, under Congressional authority, an independent telegraph system, by which it not only transacts its own railroad work but transmits messages upon its lines and over the systems of connecting roads for the public. It has very successfully and satisfactorily adopted an independent system of palace and sleeping cars, worked completely by its own officers. It has also introduced the system at Baltimore and Washington of receiving at the points of departure and delivering at destination the baggage of travelers upon its lines, and designs extending it at all its terminal points. Its plans are to arrange for the co-operation of all connecting railways so that they can participate in the services for the public, and in all the advantages connected with the Telegraph, Express and Sleeping and Parlor Car Organizations; thus, whilst preventing monopoly, the country is served through a series of reliable and effective companies which give the best service, and at moderate and reasonable charges. These systems, adopted by this Company, have proven of great interest to railway managers generally, and it is anticipated that at no distant day the railway

companies will become the responsible managers of all such services over their lines, which cannot fail to promote the usefulness of the Companies as well as the interests of the public.

THE BALTIMORE AND OHIO RAILROAD EMPLOYES' RELIEF ASSOCIATION.

The anticipations of the beneficial results to accrue from the Baltimore and Ohio Employes' Relief Association and its influence in increasing the efficiency of the service, announced in previous reports, are being fully realized, while its financial condition indicates an increased usefulness in the future. During the past year it has greatly extended its operations and membership, which now embraces fully 85 per cent. of the Company's employes. Since its inauguration, in May, 1880, 28,703 policies have been issued and \$344,075.73 disbursed for the benefit of members, of which sum \$184,910.77 were expended during the fiscal year just ended. While the influence of these large disbursements, distributed in 15,952 payments over our extensive system, has been potential in preventing want and suffering, and in exercising a beneficial influence upon the morale of the service, a close supervision has been exercised by the Association over the sanitary condition of the Company's lines, and, through the distribution of appropriate remedies for preventing or checking diseases, the health of the force, and consequently its effectiveness, has been maintained at an unusually high standard.

During the past year two new features have been added to the original organization of this Association. Through their agency, each employe of the Company is offered all the advantages of a savings bank operated in the interest of its depositors, yet under the guarantee of this Company for the fulfilment of all obligations, and the means of acquiring a home at net cost, upon long time, and for such small instal-

ments as will not exceed a fair rental for the property acquired. It is hoped by these means to encourage in our employes habits of prudence, economy and thrift, and, while promoting their material welfare, to give the service the advantage of labor permanently located upon and identified with the road.

The operations of the Association early assumed such magnitude, and through the incorporation of the savings and building features, became so diversified, that it was found desirable to give it a distinct legal status. Accordingly, a special act of incorporation was passed at the last session of the Legislature of Maryland, under which the objects of the Association are defined to be "to extend relief in case of sickness, injury, old age and death, to the employes of the Baltimore and Ohio Railroad Company and their families, and also to the employes of such other railroad companies as this Association may permit to participate in its benefits, and to the families of such employes; to receive deposits on interest from said employes and their wives, and to loan them money at lawful rates of interest, in order to provide them with, or to improve homesteads, and, generally, to promote their welfare."

It is believed the usefulness of the Association will, through these new features, be very materially enhanced.

DEEPENING THE CHANNEL TO THE PORT OF BALTIMORE TO 27 FEET AT MEAN LOW WATER.

The work of deepening the channel to the port of Baltimore to 27 feet at mean low water has progressed satisfactorily. Under the contract with the American Dredging Company, which was mentioned in the last Annual Report, 1,000,000 cubic yards have been removed. Another contract has been made with the National Dredging Company for the removal of 2,500,000 cubic yards from the Fort McHenry, Brewerton and Craighill channels, and three dredges are now at work. Of the \$900,000 stated in the last annual report as the estimate of the

Engineer in charge, Col. Craighill, as necessary for the completion of the work, \$450,000 were appropriated by Congress by Act approved 2nd August, 1882, River and Harbor Bill. The argument made in the last annual report in favor of the early completion of this work receives additional force this year, on account of the large expenditure already made and the economy of an early realization of the fruits of that expenditure, to which may be added the rapid growth of the commerce of Baltimore. It is expected that Congress will promptly appropriate the remaining \$450,000 required to secure the requisite additional width to the Channel, and to complete this work, so important in its economic bearings to the consumers and producers of 37 states and territories which so largely use Baltimore as their best port for foreign trade.

CHESAPEAKE AND DELAWARE CANAL.

The River and Harbor Bill of 2nd August, 1882, appropriates \$10,000 to complete the surveys of a Ship Canal to connect the Chesapeake and Delaware Bays. The Secretary of War is directed "to report to Congress which of the various routes surveyed will afford the greatest protection in case of war, and the greatest facilities to commerce by cheapening the cost of transportation from the City of Baltimore to the Atlantic Ocean, together with the cost of said improvement and its approaches, and the annual cost of maintaining and operating said Canal when constructed." This work is now generally recognized as of great national importance, and Congress, by its instruction to the Secretary of War, has indicated its appreciation of its value, not only from a commercial standpoint, but as a measure for national defence in case of war. No work now before the country will be so far reaching in its effects. Directly or indirectly, all the grain producing regions are interested, and the products and manufactures of three-fourths of the States of the Union will be benefited by the construction of this Canal.

BALTIMORE AND OHIO CENTRAL BUILDING.

Since the last Annual Report, work upon the building for the Company's offices has progressed with great rapidity, and is now nearly completed. It is seven stories, including two in the mansard roof, in height. The walls are faced with the finest pressed brick laid in dark mortar, trimmed with Cheat river blue stone, from quarries on the Company's line. The first story is faced with finely cut Woodstock, (Maryland) granite, also from quarries on the Company's road. The building is fire-proof throughout, and has been constructed in the most solid and substantial manner. It is fitted up with all the latest improvements and conveniences for the transaction of business and ready intercommunication of the officers who will occupy it: such as safe and speedy elevators, electric annunciators and calls, pneumatic tubes and message drops upon each floor. It is thoroughly heated by hot water from two large boilers in the cellar, and every room is effectually ventilated by large flues connected with a ventilating shaft heated by the smoke shaft from the boilers. Two large and powerful steam pumps supply water to iron tanks in the highest part of the roof, for the elevators and water supply of the building, from which it is distributed to each floor with hose cocks and attachments in the central hall. The elevators are operated by hydraulic power, and are provided with the latest improved safety attachments. The Express, Ticket and Telegraph offices will occupy the greater part of the ground floor, and have been appropriately fitted up. The second floor will be occupied by the offices of the President, Vice Presidents, and Treasurer, and has been finished in mahogany, with plate glass partitions, as has also the Director's room located on the third floor. The remainder of the building has been finished in ash and cherry, with glass partitions between the various offices.

The entrance vestibule walls are lined with marble of several colors, arranged in panels with pilasters having carved caps and bases. All the floors of the halls and corridors are tiled with marble, and the main staircase, which is of iron, is finished in bronze.

The Board express with pleasure their continued appreciation of the successful management of the business of the Company, through the faithfulness and efficiency of the officers and employes in all departments of the service.

By order of the Board,

JOHN W. GARRETT,

President.



TREASURER'S ANNUAL STATEMENTS.

A

STATEMENT OF THE ASSETS AND LIABILITIES OF THE

ASSETS.		
Cost of Road (including construction of new Stations, Buildings, Elevator C, and Telegraph Lines during the fiscal year).....	\$25,443,016 98	
Second, Third and Fourth Tracks.....	5,973,816 83	
Rolling Power.....	14,205,056 23	
Real Estate.....	2,738,098 43	
Ohio River Bridges at Benwood and Parkersburg.....	2,383,069 19	
Metropolitan Branch Railroad.....	3,751,462 67	
		\$54,491,520 33
30,069 Shares of Stock, Baltimore and Ohio and Chicago Railroad Companies, of which 28,900 Shares have been transferred to Trustees for Sterling Loan redeemable in 1927.....		1,593,450 00
Baltimore and Ohio and Chicago Railroad Companies, including advances for construction.....	4,278,891 77	
Preferred Stock of Parkersburg Branch Railroad Company. Stocks and Bonds, including those of Municipal and Railroad Corporations.....	5,680,684 94	
Mortgage Bonds of the Marietta and Cincinnati Railroad Company, as re-organized.....	2,635,278 25	
Stock of the Washington County Railroad Company.....	3,632,345 90	
Stock and Debt of the Winchester and Strasburg Railroad Company.....	766,299 33	
Stock of the Washington Branch.....	593,643 85	
Sinking Fund for the Redemption of the Ground Rents on Camden Station.....	1,028,000 00	
Sinking Fund for the Redemption of Loan for account of the Baltimore and Ohio and Chicago Railroad Companies, £43,745 18s 10d at \$1.84.....	101,191 66	
Stock of the Valley Railroad Company of Virginia.....		211,730 35
Stock and Preferred Stock of Newark, Somerset and Straitsville Railroad Company.....		1,020,000 00
Sinking Fund Bonds of the Ohio and Mississippi Railway Company.....	284,436 75	
Transferred to and held by Trustees, viz:		50,500 00
Stocks and Bonds, including those of Railroad Corporations	\$1,564,438 69	
Stock of the Central Ohio Railroad Company, as re-organized	424,822 88	
Stock of the Pittsburgh and Connellsburg Railroad Comp'y	237,682 51	
Stock of the Cincinnati and Baltimore Railway Company..	568,983 58	
Stock of the Mount Pleasant and Bradford Railroad Co....	147,443 05	
Stock of the Baltimore Short Line Railway Company.....	1,241,700 00	
		7,185,070 74
Baltimore, Washington and Alexandria Branch of the Washington City and Point Lookout Railroad (Sinking Fund transferred to Trustees).....		38,179 24
Outstanding Accounts and Loans, including Real Estate and Permanent Improvements on Central Ohio, Lake Erie and Straitsville Divisions.....		2,221,834 72
Cash advanced to the Parkersburg Branch Railroad Co....		361,403 97
Cash advanced to the Marietta and Cincinnati Railroad Company.....		1,319,213 11
Bills Receivable.....	42,449 16	
Uncollected Revenue.....	697,513 11	
Materials on hand in the Machinery Department—		
Main Stem.....	\$1,038,127 73	
Trans-Ohio.....	116,959 89	
Road Department—Materials on hand—Main Stem.....		1,155,087 62
" " " Trans-Ohio.....	\$23,245 77	
	573,421 71	
TREASURER—Balance on hand in the Treasury, after payment of \$184,638.25 for interest on the Bonds of the Company, which matures October 1st, 1882.....		856,667 48
		135,106 54
		\$90,296,489 82

Treasury Department Baltimore and Ohio Railroad Company,

A

BALTIMORE & OHIO RAILROAD COMPANY, 30TH SEPTEMBER, 1882.

LIABILITIES.	
Stock.....	\$14,783,609 00
Stock Scrip not funded.....	8,966 00
Preferred Stock, dividends fixed and limited at six per ct.	5,000,000 00
Surplus Fund—which represents invested capital derived from net earnings, and which is not represented by either Stock or Bonds.....	43,907,658 84
Loan extended at 4 per cent. Interest payable January and July.....	\$63,700,224 84
Loan redeemable in 1885, with Coupons payable in April and October, originally.....	579,500 00
Less payment on account.....	
City Loan, originally.....	\$2,500,000 00
Less Sinking Fund in charge of the City of Baltimore.....	790,000 00
Sterling Loan redeemable in 1895. Coupons payable in March and September, £800,000, at \$4.84.....	\$5,000,000 00
Less for Sinking Fund, £292,233 17s. 8d. at \$4.84.....	2,425,000 00
Sterling Loan redeemable in 1902. Coupons payable in March and September, £2,000,000, at \$4.84.....	\$3,872,000 00
Less for Sinking Fund, £262,394 4s. 4d. at \$4.84.....	1,414,412 00
Sterling Loan redeemable in 1910. Coupons payable in May and November, £2,000,000, at \$4.84.....	\$9,680,000 00
Less for Sinking Fund, £196,737 11s 0d. at \$4.84.....	1,753,988 00
Sterling Five Per Cent. Loan, redeemable in 1927. Coupons payable in June and December. For account of Baltimore and Ohio and Chicago Railroad Companies—£1,600,000 at \$4.84	\$9,680,000 00
Secured by Bonds Baltimore and Ohio and Chicago Railroad Companies, held by Trustees, £1,600,000 at \$4.84.....	952,209 74
Loan redeemable in 1919. For Parkersburg Branch Railroad Company.....	8,727,790 26
Secured by Mortgage Bonds of the Parkersburg Branch Railroad Company, held by Trustees.....	
Bond for purchase of the Interest of the City of Baltimore in the Pittsburgh and Connellsburg Railroad Company. Less 7 Annual Payments on account, of \$40,000 each.....	\$7,744,000 00
Bills Payable, Loans and Obligations.....	3,000,000 00
Less Cash Advances and Obligations Secured by Collaterals.....	3,000,000 00
Bonds to State of Maryland, due July 1, 1888. Coupons January and July, in settlement under Act of 1878, chapter 155, section 4.....	\$1,000,000 00
Bonds of the Northwestern Virginia Railroad Company, of which the payment, principal and interest, has been assumed by the Baltimore and Ohio Railroad Company, under contract of July 18th, 1864, viz: Third Mortgage Endorsed Bonds, originally \$500,000, reduced to.....	280,000 00
Uncollected Dues.....	720,000 00
Washington Branch Road.....	
	5,611,869 46
	4,591,85 16
	1,050,384 30
	366,000 00
	140,000 00
	106,932 67
	237,057 75
	\$90,296,489 82

B

STATEMENT OF THE EARNINGS AND WORKING EXPENSES

Of the BALTIMORE AND OHIO RAILROAD COMPANY, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the Somerset and Cambria Railroads, for the fiscal year ended 30th September, 1882.

Earnings of the Main Stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, and the Somerset and Cambria Railroads.....	\$10,556,569 60
--	-----------------

EXPENSES.

Expenses of Transportation.....	\$2,258,207 54
General Expenses.....	198,227 40
Losses by Accidents, &c	72,048 95
Repairs of Railway.....	1,003,249 36
Repairs of Locomotives.....	654,236 92
Repairs of Burden Cars.....	675,248 49
Repairs of Passenger Cars.....	235,533 16
Repairs of Stationary Machinery.....	95,754 98
Repairs and Construction of Depots.....	154,439 97
Repairs of Water Stations	10,590 80
Repairs of Bridges	55,788 59
Repairs of Telegraph Lines.....	39,204 30
Fuel	327,305 20
Contingent Expenses of Machinery Department.....	11,574 48
Cleaning Engines and Cars.....	88,908 82
Preparing Fuel and Filling Tenders.....	20,032 41
Pumping Water.....	28,380 57
Watching Cuts.....	31,678 99
Watching Tunnels.....	4,551 90
Watching Bridges.....	18,663 16
	5,983,625 99
	\$4,572,943 61

Working Expenses, 56.68 per cent.

Treasury Department, Baltimore and Ohio Railroad Company, }
30th SEPTEMBER, 1882. }

W. H. IJAMS, TREASURER.

TREASURER'S STATEMENT.

				1881.
Novem'r 1 To	Dividend of five per cent. upon the Capital Stock	\$739,175 00	October 1... November 1...	By Balance to the credit of this account.....
1882.	Capital Stock			\$12,258,680 61
May 16.....	Dividend of five per cent. upon the Capital Stock.....	739,180 00		Dividend of five per cent. for the six months ended September 30th, 1881, upon 10,280 shares of Washington Branch Stock, owned by the Main Stem.....
Septemb'r 30 "	Interest and Taxes, including interest on Sterling Loan of 1927 issued for account of Baltimore and Ohio and Chicago Railroad Companies.....\$3,052,014 71 Less cash receipts, including the net earnings of the Baltimore and Ohio and Chicago Railroad Companies, and Lake Erie Division.....1,720,568 24			51,400 00
	To Ground Rents.....	1,331,446 47		
"	Rent of Winchester and Potomac Railroad	38,454 30	"	" House Rents received during the twelve months
"	Rent of Winchester and Strasburg Railroad.....	27,000 00	"	" Earnings for the twelve months ended this day.....\$10,526,569 60
"	Rent of Strasburg and Harrisonburg Railroad.....	5,220 00	"	Less Expenses for the same period.....\$1,083,625 90
"	Rent of Washington City and Point Lookout Railroad.....	89,250 00	"	4,572,913 61
"	Central Ohio Division.....	36,000 00		By Increment from the Sinking Fund of the Washington City and Point Look-out Railroad.....
"	Straitsville Division.....	30,658 43		5,155 00
"	Balance carried down.....	43,602 92		
		43,907,658 84		
				1882.
				October 1....
				Showing the increase of the Surplus Fund, during the fiscal year, \$1,618,978 23
				\$13,907,658 84
				\$16,987,654 96

Treasury Department *Baltimore and Ohio Railroad Company,*,
30TH SEPTEMBER, 1882.

W. H. IJAMS, TREASURER.

D

STATEMENT OF THE ASSETS AND LIABILITIES

Of the WASHINGTON BRANCH ROAD, 30th September, 1882.

ASSETS.

Road from Washington Junction to Washington City, Double Track, with Real Estate, &c.....	\$1,650,000 00
Amount due by the Baltimore and Ohio Railroad Company.....	237,057 75
	<hr/>
	\$1,887,057 75
	<hr/>

LIABILITIES.

Stock.....	\$1,650,000 00
Annuity (Principal).....	20,000 00
Profit and Loss.....	217,057 75
	<hr/>
	\$1,887,057 75

*Treasury Department, Baltimore and Ohio Railroad Company, }
30TH SEPTEMBER, 1882.* }

W. H. IJAMS, TREASURER.

E

STATEMENT OF THE EARNINGS OF THE WASHINGTON BRANCH ROAD,
 AND EXPENDITURES OF THE ROAD DEPARTMENT, *for the Fiscal Year
 ended 30th September, 1882.*

Earnings.....		\$354,356 45
EXPENDITURES OF THE ROAD DEPARTMENT.		
Repairs of Railway.....	\$110,857 48	
Repairs of Depots.....	12,549 20	
Repairs of Water Stations	201 03	
Pumping Water.....	5,785 23	
Repairs of Bridges.....	3,709 97	
	—	133,102 91
		\$221,253 54

Treasury Department, Baltimore and Ohio Railroad Company, }
 30TH SEPTEMBER, 1882. }

W. H. IJAMS, TREASURER

Cr.

Washington Branch Road Profit and Loss Account for the Fiscal Year ended 30th September, 1882.

Treasury Department, Baltimore and Ohio Railroad Company,
30TH SEPTEMBER, 1882.

G

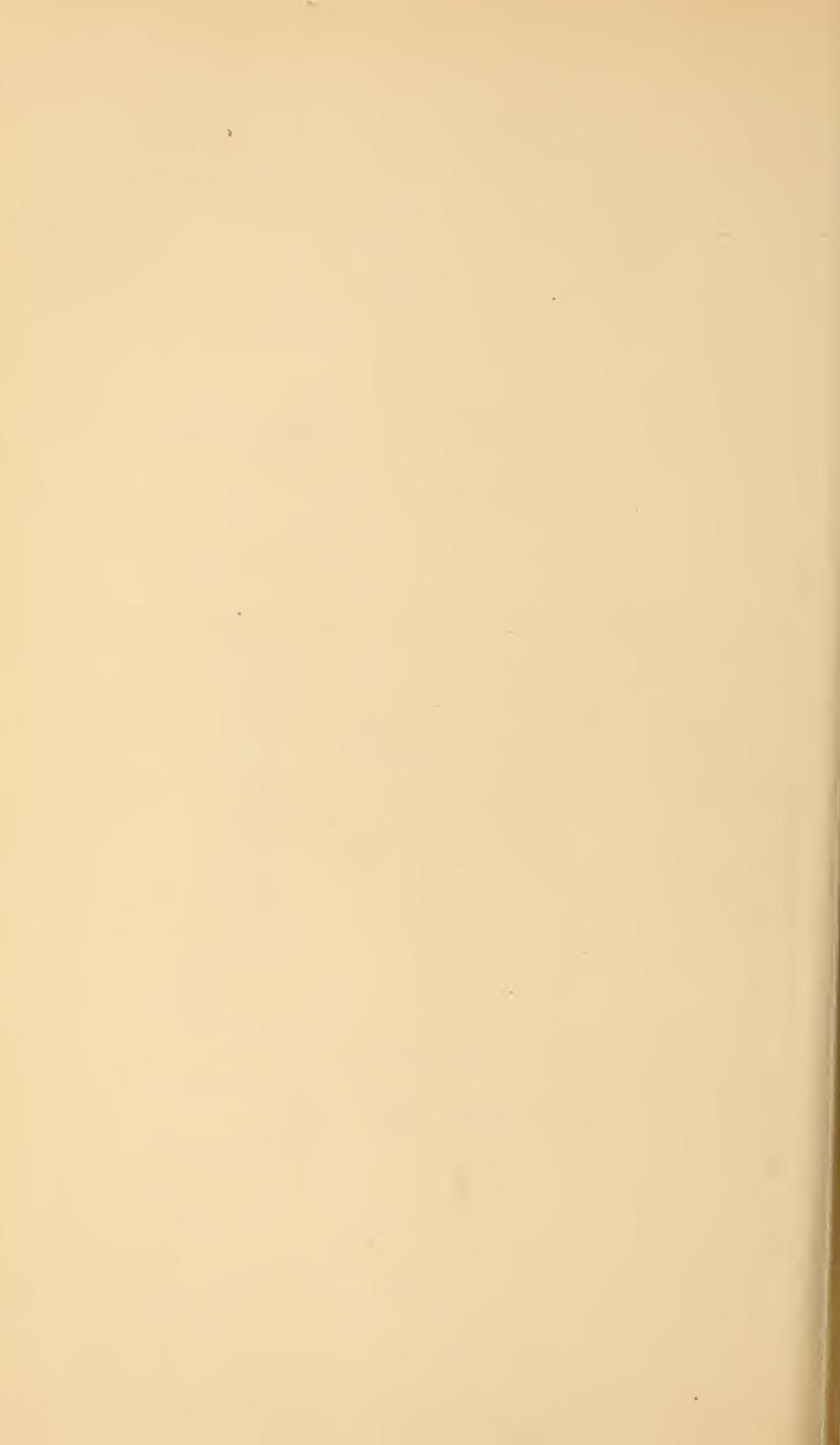
STATEMENT OF THE EARNINGS AND WORKING EXPENSES
*Of the PARKERSBURG BRANCH RAILROAD for the fiscal year
ended 30th September, 1882.*

Earnings	\$624,665 30
EXPENSES.	
Expenses of Transportation.....	\$181,928 18
Fuel.....	23,115 64
Repairs and use of Locomotives.....	57,439 00
Repairs and use of Burden Cars.....	35,718 21
Repairs and use of Passenger Cars.....	6,364 54
Repairs of Stationary Machinery.....	4,247 95
Repairs of Depots.....	2,683 35
Contingent Expenses of the Machinery Department.....	65 89
Cleaning Engines and Cars	6,198 43
Preparing Fuel and Filling Tenders	1,306 03
Repairs of Railway.....	154,191 80
Repairs of Water Stations.....	2,466 76
Repairs of Bridges.....	9,616 85
Repairs of Telegraph.....	2,309 49
Pumping Water	4,054 69
General Expenses.....	4,475 60
Taxes.....	15,417 33
Losses by Accidents, &c.....	4,994 69
	516,594 43
	\$108,070 87

Working Expenses, 82.69 per cent.

Treasury Department, Baltimore and Ohio Railroad Company, }
30TH SEPTEMBER, 1882. }

W. H. IJAMS, TREASURER.



TRANSPORTATION DEPARTMENT REPORT.



OFFICE OF THE MASTER OF TRANSPORTATION,
BALTIMORE AND OHIO RAILROAD COMPANY.

Baltimore, 1st October, 1882.

JOHN W. GARRETT, Esq.,

President.

SIR:—The following is a statement of the operations of this Department for the fiscal year ended 30th September, 1882.

THE REVENUES.

The usual statements, with the comparisons and summaries, are herewith presented:

A

STATEMENT OF REVENUE

Earned on the MAIN STEM of the Baltimore and Ohio Railroad, including the WINCHESTER AND POTOMAC, WINCHESTER AND STRASBURG, the STRASBURG AND HARRISONBURG, the METROPOLITAN BRANCH, the WASHINGTON CITY AND POINT LOOKOUT and the SOMERSET AND CAMBRIA RAILROADS from 1st October, 1881, to 30th September, 1882.

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1881	\$166,493 10	\$806,181 51	\$ 972,674 61
November "	133,206 13	759,459 17	892,665 30
December "	132,682 33	876,328 29	1,009,010 62
January, 1882.....	113,384 30	610,237 19	723,621 49
February "	117,017 31	696,755 89	813,773 20
March "	140,796 72	662,078 51	802,875 23
April "	165,326 29	597,406 16	762,732 45
May "	175,061 23	536,026 07	711,087 30
June "	180,138 06	527,787 98	707,926 04
July "	188,978 35	706,253 62	895,231 97
August "	206,254 71	917,543 67	1,123,798 38
September "	203,062 64	938,110 37	1,141,173 01
Totals.....	\$1,922,401 17	\$8,634,168 43	\$10,556,569 60

B

STATEMENT OF REVENUE

*Earned on the WASHINGTON BRANCH of the Baltimore and Ohio Railroad,
from 1st October, 1881, to 30th September, 1882.*

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1881.....	\$30,341 97	\$8,512 97	\$38,854 94
November, "	19,597 16	7,308 33	26,905 49
December, "	19,683 73	7,937 60	27,621 33
January, 1882.....	17,093 10	6,230 79	23,323 89
February, "	16,058 19	5,644 89	21,703 08
March, "	19,996 93	7,005 01	27,001 94
April, "	21,047 68	7,665 28	28,712 96
May, "	21,222 98	6,531 15	27,754 13
June,	22,002 98	4,989 45	26,992 43
July,	23,387 17	5,916 66	29,303 83
August,	25,474 47	9,894 74	35,269 21
September, "	30,105 18	10,708 04	40,813 22
Totals.....	\$266,011 54	\$88,344 91	\$354,356 45

C

STATEMENT OF REVENUE

*Earned on the PARKERSBURG BRANCH of the Baltimore and Ohio Railroad,
from 1st October, 1881, to 30th September, 1882.*

MONTHS.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue.
October, 1881.....	\$17,354 95	\$35,655 51	\$53,010 46
November, "	16,118 33	39,592 66	55,710 99
December, "	16,880 70	41,266 55	58,147 55
January, 1882.....	11,768 08	24,833 99	36,602 07
February, "	14,962 46	21,907 09	36,869 55
March, "	14,996 97	27,397 39	42,394 36
April, "	16,478 87	25,451 23	41,930 10
May, "	17,198 96	25,063 28	42,262 24
June,	17,173 23	23,123 21	40,296 44
July,	18,969 63	47,172 64	66,142 27
August,	19,545 08	57,741 43	77,286 51
September, "	24,170 48	49,842 28	74,012 76
Totals.....	\$205,617 74	\$419,047 56	\$624,665 30

D

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1882,
Compared with the Revenue for the fiscal year ended 30th September, 1881.

MAIN STEM,

Including the WINCHESTER AND POTOMAC, WINCHESTER AND STRASBURG, the STRASBURG AND HARRISONBURG, the METROPOLITAN BRANCH, the WASHINGTON CITY AND POINT LOOKOUT, and the SOMERSET AND CAMBRIA RAILROADS.

Date.	Passengers.	Tonnage.	Total.
For 1882.....	\$1,922,401 17	\$8,634,168 43	\$10,556,569 60
For 1881.....	1,714,922 16	9,407,337 40	11,122,259 56
Increase.....	\$207,479 01	.....	.....
Decrease.....	.....	\$773,168 97	\$565,689 96

PARKERSBURG BRANCH RAILROAD.

Date.	Passengers.	Tonnage.	Total.
For 1882.....	\$205,617 74	\$419,047 56	\$624,665 30
For 1881.....	183,807 91	528,350 37	712,158 28
Increase.....	\$21,809 83	.....	.....
Decrease.....	.....	\$109,302 81	\$87,492 98

WASHINGTON BRANCH RAILROAD.

Date.	Passengers.	Tonnage.	Total.
For 1882.....	\$266,011 54	\$88,344 91	\$354,356 45
For 1881.....	\$267,549 62	86,620 83	353,570 45
Increase .....	.....	\$2,324 08	\$786 00
Decrease.....	\$1,538 08	.....	.....

	Passengers.	Tonnage.	Total.
1882.			
Main Stem.....	\$1,922,401 17	\$8,634,168 43	\$10,556,569 60
Parkersburg Branch.....	205,617 74	419,047 56	624,665 30
Washington Branch	266,011 54	88,344 91	354,356 45
Totals.....	\$2,394,030 45	\$9,141,560 90	\$11,535,591 35
1881.			
Main Stem.....	\$1,714,922 16	\$9,407,337 40	\$11,122,259 56
Parkersburg Branch.....	183,807 91	528,350 37	712,158 28
Washington Branch.....	267,549 62	86,020 83	353,570 45
Totals.....	\$2,166,279 69	\$10,021,708 60	\$12,187,988 29
Increase.....	\$227,750 76	.....	.....
Decrease.....	.....	\$880,147 70	\$652,396 94

OPERATIONS OF THE MAIN STEM.

PASSENGER TRANSPORTATION.

It is shown by Table D that the receipts from passengers for 1881, were \$1,714,922.16, and for 1882, \$1,922,401.17, exhibiting an increase of \$207,479.01.

TONNAGE TRANSPORTATION.

The receipts from tonnage transported on the Main Stem in 1881, as shown by Table D, were \$9,407,337.40, and in 1882, \$8,634,168.43, exhibiting a decrease of \$773,168.97.

E

Total number of tons THROUGH MERCHANDISE, East and West, for the fiscal year ended 30th September, 1882.....	2,043,227 tons.
The same for fiscal year ended 30th September, 1881	2,014,110 “
Increase.....	29,117 tons.

COMPARATIVE STATEMENT OF GRAIN, &c., received at Baltimore during the fiscal years ended 30th September, 1881 and 1882.

	1881.	1882.
Corn, bushels	6,728,287	591,719
Wheat, "	12,572,332	6,586,814
Barley, "	3,067	7,891
Rye, "	44,844	53,202
Oats, "	981,328	1,103,614
Total bushels	20,329,858	8,343,240
Total 1881.....		20,329,858
Decrease.....		11,986,618

Live Stock brought to Baltimore—

In 1881.....	115,885 tons.
In 1882.....	80,284 "
Decrease.....	35,601 tons.

Lumber brought to Baltimore—

In 1881.....	79,003 tons.
In 1882.....	95,266 "
Increase.....	16,263 tons.

COAL TRADE.

Coal and Coke transported on the Main Stem and Branches, inclusive of the Company's supply.....	2,521,226 tons.
Deduct delivered at various points for the Company's supply.....	386,626 "
Leaving amount transported for the public.....	2,134,600 tons.

DATE.	Delivered at Locust Point.	Delivered at places in Baltimore.	Delivered at Way Stations. and points West	Total.
In 1881.....	1,444,648 tons.	68,526 tons.	242,913 tons.	1,756,087 tons.
In 1882.....	1,599,594 "	71,503 "	463,503 "	2,134,600 "
Increase.....	154,946 tons.	2,977 tons.	220,590 tons.	378,513 tons.

COAL AND COKE.

Total Coal and Coke transported on the Main Stem and Branches	2,521,226 tons.
Pittsburgh Division.....	2,447,749 "
Trans-Ohio Divisions.....	678,041 "
Total Coal and Coke transported.....	5,647,016 tons.

396,19

526,030

STATEMENT showing the EXPENSES OF TRANSPORTATION on the MAIN STEM for the fiscal year ended 30th September, 1882, as compared with the same items for the fiscal year 1881.

	1881.	1882.
Agents and Clerks.....	\$249,593 40	\$258,244 68
Passenger Conductors, Baggage Masters and Brake-men	71,578 04	80,308 91
Tonnage Conductors and Brakemen	296,891 48	270,477 99
Tonnage Enginemen.....	228,816 55	214,931 52
Tonnage Firemen.....	108,801 29	100,712 38
Passenger Enginemen.....	74,057 92	80,277 02
Passenger Firemen.....	35,969 58	38,902 50
Tonnage Teamsters	2,393 85	2,004 00
Depot Laborers, handling cars and freight.....	333,270 73	332,133 49
Maintenance and Renewal of Stock and Harness....	5,371 03	5,669 21
Oil	97,730 85	102,531 76
Tallow.....	34,944 72	41,247 22
Waste.....	36,449 83	35,803 76
Stationery, Printing and Advertising.....	61,518 21	59,222 99
Gas and Candles.....	12,586 08	14,783 63
Miscellaneous and Contingent, including Expenses of Locust Point Elevators and Baltimore and Ohio Express.....	292,684 61	357,995 20
Eastern and Western Agencies.....	117,132 70	105,134 21
Telegraph Operators.....	96,623 57	157,827 07
Totals.....	\$2,156,414 44	\$2,258,207 54

STATEMENT showing the EXPENSES OF TRANSPORTATION on the PARKERSBURG BRANCH for the fiscal year ended 30th September, 1882, as compared with the same items for the year 1881.

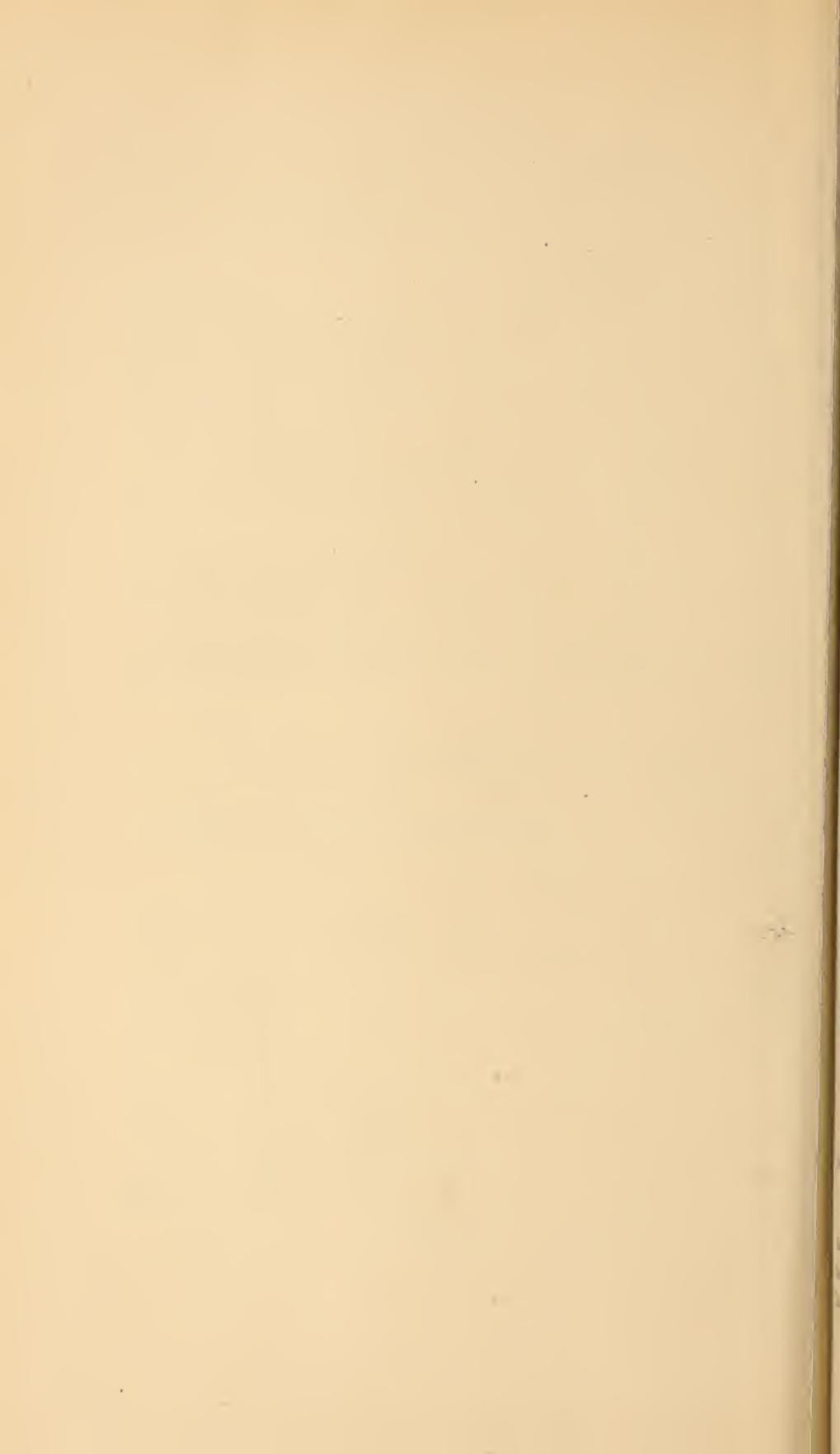
	1881.	1882.
Agents and Clerks.....	\$20,196 20	\$20,814 22
Tonnage Conductors and Brakemen	28,664 18	22,483 59
Passenger Conductors, Baggage Masters and Brake-men	7,390 75	8,470 55
Tonnage Enginemen.....	22,381 42	18,326 18
Passenger Enginemen.....	8,468 75	10,046 80
Tonnage Firemen.....	8,475 33	6,149 81
Passenger Firemen.....	4,248 05	5,028 70
Depot Laborers.....	25,969 16	25,981 24
Oil.....	10,179 11	9,694 84
Tallow.....	2,281 57	3,108 60
Waste.....	3,037 26	3,049 45
Stationery, Printing and Advertising.....	6,125 06	7,563 59
Miscellaneous and Contingent, including Gas, Candles and Express Expenses.....	11,624 82	15,491 99
Eastern and Western Agencies.....	19,283 95	15,198 43
Telegraph Operators.....	10,461 95	10,490 19
Totals.....	\$188,787 56	\$181,928 18

Respectfully submitted,

W. M. CLEMENTS,

Master of Transportation.

ROAD DEPARTMENT REPORT.



OFFICE OF THE MASTER OF ROAD,

BALTIMORE AND OHIO RAILROAD COMPANY,

Baltimore, 1st October, 1882.

JOHN W. GARRETT, Esq., *President.*

SIR:—The following report of the operations of the Road Department during the fiscal year ended 30th September, 1882, is respectfully submitted:

REPAIRS OF RAILWAY.

This Department expended \$1,003,249.36 for repairs of railway, embracing the maintenance of the road, renewal of ballast, and all labor and materials used in the repairs of track. This amount, compared with that of the fiscal year 1881, shows a decrease of \$80,720.17.

Maintenance of Road, consisting of surfacing, ditching, maintaining original width of road-bed, and removing slips, cost \$24,076.25, showing a decrease of \$12,221.86, compared with the same account for the fiscal year 1881.

Renewal of Ballast.—On this account there was expended \$41,239.60, showing a decrease of \$173.83.

Labor and Materials for Repairs.—The amount expended in repairs for labor and materials has been:

For Labor.....	\$473,902.03
" Materials.....	463,941.48
Total	\$937,933.51

Showing a decrease of \$68,324.48, compared with the same account for the fiscal year 1881.

RECAPITULATION.

Maintenance of Road	\$24,076.25
Renewal of Ballast.....	41,239.60
Labor and Materials for Repairs	937,933.51
Total.....	\$1,003,249.36

7947 tons of new steel rails were used in repairs, and 340,752 cross-ties.

Cost of Watching Cuts.....	\$31,678.99
" " Tunnels.....	4,551.90

Maintenance of Bridges.—Repairs and Rebuilding. There were expended on this account:

For Labor.....	\$34,940.07
" Materials.....	20,848.52
Total.....	\$55,788.59

The details of which are as follows: County Road Bridge at Catoctin and Highway Bridge at Cumberland have been rebuilt. Rebuilt six culverts west of Marriottsville containing 505 cubic yards dry wall and 168 cubic yards of first-class masonry. No. 32 arch rebuilt, containing 370 cubic yards of first-class masonry. Rebuilt Arrington's Culvert, containing 290 cubic yards of first-class masonry and 54 cubic yards of dry wall. No. 33 Bridge renewed with iron shad-belly girders. Bridge No. 40, west span, wrought iron I beams put in to replace wooden joists. Renewed north and south tracks on No. 41 Bridge with wrought iron I beams, new ties and guard rails. Put new wrought iron I beams in Bridge No. 44. Rebuilt No. 51 Bridge, removing old abutment and building two new ones, each 75 feet long, and two retaining walls each 64 feet long, containing 255 cubic yards of first-class masonry. Rebuilt Bridge No. 51½, substituting wrought iron beams for old wooden rail joists, and building two retaining walls each 104 feet long, putting coping on two abutments, two walls 5 by 5, 12 feet long, in all containing 62 cubic yards of first-class masonry. The following bridges have been adjusted and repaired, Nos. 88, 92, 94, 100, 112, 115, 120, 122, 123, 124, 136, 139, 140, 141, 142, 143, 144, 146, 149. No. 121 adjusted and repaired, and abutment rebuilt containing 172 cubic yards masonry. No. 127 rebuilt, containing 208 yards masonry. No. 130 east end rebuilt, containing 90 yards masonry. No. 133, abutments rebuilt and pier repaired, containing 280 yards masonry. No. 145, wooden rail joists replaced with wrought iron I beams; ties and guard timbers renewed. No. 154, rail joists renewed

and repainted. Rebuilt Highway Bridge at 80 cut, 106 feet long. Highway Bridges Nos. 1 and 2 at Moundsville renewed. Culvert at Mannington rebuilt. Ohio River Bridge at Parkersburg has been repainted.

Cost of Watching Bridges.....\$18,663.16

Maintenance of Depots and Buildings.—The expenditure on this account was \$154,439.97. At Locust Point, new Oil House 7 by 15 feet, 11 feet high, with metal roof has been built. Repaired wharf at Elevator B, 89 by 118 feet. Rebuilt Barges C and F from water line up. Repaired Pile Drivers Nos. 1, 2, 3 and 4. Repaired platform on Piers 6 and 7, 6 feet wide and 674 feet long. Repaired Elevator A by renewing all timbers on first floor. Built new Dock Leg for Elevator A, 86 feet long, covered with metal sides and roof. Replaced Iron Wharf, with a new Bulk Head, filled in with earth, also repaired Bulk Heads between Iron Wharf and Pier No. 6, and between Piers Nos. 7 and 8. At Camden, extended freight platform at Baltimore and Ohio Express Office, corner Howard and Barre Streets, 50 feet long, 23 feet wide. Built new partition on baggage platform, 30 feet long and 14 feet high. At Mt. Clare, built new fence around stable 9 feet high, 150 feet long. Built addition to master carbuilder's office 19 by 25, 13 feet high. At Plane No. 4, Coal chute repaired and three new shutes put in. At Berlin, new Stock Pen built, 147 by 245 feet, with fences; shutes 50 feet long. At Harper's Ferry, a fence 7 feet high, 58 feet long, built in front of Company's lot. At Cherry Run, a new picket fence, 200 feet long built at Company's house. At Cumberland, Spring Shop rebuilt, 20 by 27 feet with iron roof. Queen City Hotel, 3rd and 4th stories have been repainted. At Grafton built addition to Oil House, 13 by 14 feet, 11 feet high, with metal roof. Grafton Hotel has been thoroughly painted, inside and out. At Fairmont, put new metal roof on passenger depot, 23 by 65 feet. At Deer Park, an ice house 30 by 36 feet, 12 feet high, has been built. At West Virginia Central Junction, a new freight and passenger depot has been built, 22 by 36 feet, one story 13 feet 6 inches high, with metal roof. Between Baltimore and Cumberland 7,841 feet of platforms have been renewed and extended, and between Cumberland and Wheeling 3,386 feet.

Maintenance of Water Stations.—The expenditure on this account was \$10,590.80, the details of which are as follows: at Locust Point, new pump house at Elevator C, 15 by 18 feet, with metal roof and sides has been built; renewed tub 20 feet diameter, 12 feet high. At Relay, new tub 12 feet diameter, 12 feet high built, and new top put on reservoir. At Sir John's Run, a new frame and cover 6 by 12 feet put on penstock pit, and new pump put in. At Patterson's Creek, new pump put in and penstock pit rebuilt. At Cumberland, new cover for penstock pit, and fence 10 feet high, 100 feet long built. At Rawlings, new boiler put in, and penstocks repaired. At Keyser, boiler, pipes and pumps repaired. At Piedmont, pumps, pipes and penstocks repaired. At Deer Park, pump house painted, tub stand rebuilt and tub covered with metal roof. Pumps, penstocks, pipes and boilers repaired at Oakland, Cranberry, No. 54, Rowlesburg, Newburg, Grafton, Valley Falls, Benton's Ferry, Farmington, Mannington, Burton, Littleton, Cameron, Moundsville and Wheeling.

Cost of Pumping Water.....	\$28,380.57
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MAGNETIC TELEGRAPH.

The expenditure on this account was:

Repairs of Telegraph.....	\$22,654.08
Rents and Office Fixtures	16,550.22
Total	\$39,204.30

There were used in ordinary repairs 1,629 poles, 2,677 cross-arms, 10,515 pins, 2,314 insulators, 501 brackets, $28\frac{1}{2}$ miles wire and 4,425 bolts and washers.

WINCHESTER AND POTOMAC AND WINCHESTER AND STRASBURG ROADS.

Between Harper's Ferry and Strasburg 6 miles have been laid with iron rails and 12,521 cross-ties have been used. Bridges Nos. 5 and 57 rebuilt, new legs, caps, sills, stringers, &c. No. 20 Bridge repaired, two abutments 54 yards first-class masonry. Rebuilt platforms at Stevenson's, Winchester, Millville, Capon Road and Middletown Put in 23 new cattle stops on line of road.

STRASBURG AND HARRISONBURG ROAD.

Between Strasburg and Harrisonburg 6 miles have been laid with iron rails and 15,369 cross-ties have been used. Rebuilt 10,032 square feet platforms on line of road. Bridges Nos. 61, 66 and 77 renewed with new ties, guard rails, &c.

METROPOLITAN BRANCH.

2,756 tons of steel rails and 16,379 cross-ties have been used. No. 1 Trestle rebuilt, new caps, stringers, and guard rails. Rebuilt Highway Bridges, Nos. 1, 2, 4, 9, 10, 11, 14, 19 and 21. At Tuscarora, a new station house 10 by 20, 10 feet high, has been built. The following platforms renewed and extended: Knowles, Gaithersburg, Barnesville, Germantown, Windom's and Boyd's.

WASHINGTON CITY AND POINT LOOKOUT BRANCH.

3,169 cross-ties have been used in renewals. All bridges have been kept in repair.

WASHINGTON BRANCH ROAD.

Repairs of Railway.—The expenditure on this account was \$110,857.48, of which \$7,110.65 was for ditching and maintaining road-bed, and \$15,435.20 for ballast. There were used in track 924 tons of steel rails and 26,306 cross-ties.

Repairs of Water Stations.—The expenditure on this account was \$201.03.

Cost of Pumping Water.....	\$5,785.23
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Repairs of Depots and Buildings.—The expenditure on this account was \$12,549.20. The following new freight houses have been built: Elkridge, 12 by 20, 11 feet 6 inches high; Hanover, 10 by 24, 11 feet 6 inches high; Dorsey's 12 by 20, 11 feet 6 inches high; Annapolis Junction, 12 by 24, 11 feet 6 inches high, with metal roofs; at Harman's, a pavilion 30 by 75, two houses 11 by 100, one 16 by 25, one 12 by 60, one 12 by 20, with picket fence 8 feet high, 2,300 feet long, 600 feet of platforms, 2 wells 40 and 45 feet deep have been built

for the use of The Wayman Grove Camp Meeting Association. Repaired platforms at Dorsey's, Annapolis Junction, Savage, Muirkirk, Beltsville and College.

Repairs of Bridges.—The expenditure on this account was \$3,709.97. Bridge No. 9 renewed with wrought iron I beams, ties and guard rails. Renewed culvert at College with wrought iron beams. Rebuilt culvert near Washington, 188 cubic yards of first-class masonry, and wrought iron I beams to replace wooden stringers.

WHEELING, PITTSBURGH AND BALTIMORE RAILROAD.

Repairs of Railway.—The expenditure on this account was \$25,870.12, of which \$3,745.72 was for ditching and maintaining road-bed.

Cost of Watching Cuts.....	\$ 22.80
“ “ Tunnels	1,518.40

Repairs of Bridges.—The expenditure on this account was \$4,693.46. Ties and guard rails renewed on the following bridges, Nos. 3, 4, 6, 7 and 12. Bridges Nos. 10 and 11 renewed with wrought iron I beams.

Repairs of Depots and Buildings.—The expenditure on this account was \$139.46.

Repairs of Water Stations.—The expenditure on this account was \$44.06.

Cost of Pumping Water	\$141.40
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PARKERSBURG BRANCH ROAD.

Repairs of Railway.—The expenditures on this account were, viz :

For Labor and Materials for Repairs.....	\$142,878.55
“ Renewal of Ballast	2,776.95
“ Maintenance of Road.....	8,536.30
Total	\$154,191.80

As compared with 1881 this amount shows a decrease of \$101,436.18. There were used on this branch 1,301 tons of steel rails and 48,038 cross-ties.

Repairs of Water Stations.—The expenditure on this account was \$2,466.76.

Cost of Pumping Water.....	\$4,054.69
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Repairs of Bridges.—The expenditure on this account was \$9,616.85. Beams, struts, rail-joists, ties and guard timbers renewed on Bridges Nos. 1, 4 and 5. No. 10 Bridge abutments rebuilt, containing 195 cubic yards of masonry. Chords, ties, posts and bearing timbers renewed on Nos. 40 and 41. Bottom chord renewed on No. 48.

Repairs of Depots and Buildings.—The expenditure on this account was \$2,683.35. At West Grafton, 42 feet fence, 6 feet high built at Company's houses, and roofs repaired. At West Union, stock pens repaired and 200 feet fencing renewed. Passenger platforms renewed at Clarksburg 188 feet, Wilsonburg 184 feet, Wolf's Summit 148 feet, Central 252 feet, Cairo 176 feet and Kanawha 200 feet.

Repairs of Telegraph.—The expenditure on this account was \$2,309.49.

CONSTRUCTION.—MAIN STEM.

There have been laid $2\frac{4}{5}\frac{14}{28}0$ miles of additional sidings between Locust Point and Wheeling. Doe Gully Tunnel 1,209 feet long, $21\frac{1}{2}$ feet wide is now being widened to 26 feet for double track. 350 feet of arching is now complete.

At Buck Eye, a cast iron trestle has been taken out and a retaining wall containing 1,095 cubic yards of first-class masonry has been built for double track.

THIRD TRACK.

Between Piedmont and West Virginia Central Junction, there have been laid 3,631 feet of third track.

DEPOTS AND BUILDINGS.

At Mt. Clare, a new bridge shop, 70 feet wide by 300 feet long, one story, 20 feet high, brick, with slate roof is now being built. At Chase's Station, a new coffee roasting warehouse 56 by 89 feet 6 inches, four stories high, and a boilerhouse 10 feet 8 inches by 27 feet 8 inches, one story, 16 feet 6 inches high, brick, with metal roof have been built. At Mt. Clare, a dry house 24 by 35 feet, one story, 20 feet high, brick, with slate roof has been built. At Relay, a new freight house 9 by 16, one story, 11 feet 6 inches high, with metal roof has been built. At Ilchester, a new freight house 9 by 20, one story, 11 feet 6 inches high,

with metal roof has been built. At Mt. Airy an addition to freight house 25 by 25 feet, 20 feet high, brick, with slate roof has been built. At Paw Paw, a new station house 36 by 60, one story, 14 feet 3 inches high, brick, with slate roof has been built. At Bellton, a new freight and passenger depot 13 feet 6 inches by 40 feet long, 13 feet high, has been built.

Deer Park Hotel.—The accommodations at this Hotel have been increased to about double what they previously were, by the addition of two annexes and the enlargement of the main building. A complete laundry worked by steam power with the latest and most improved machinery has also been fitted up on the premises. A new stable has been built upon the grounds in the rear of and out of view of the hotel, with accommodations for 150 horses.

Oakland Hotel.—This hotel has been enlarged to about double its former capacity by the addition of the east wing and an extension of the west wing 34 feet, making the total front now 321 feet. The dining room was lengthened 25 feet and a new dining room for children formed in the extension.

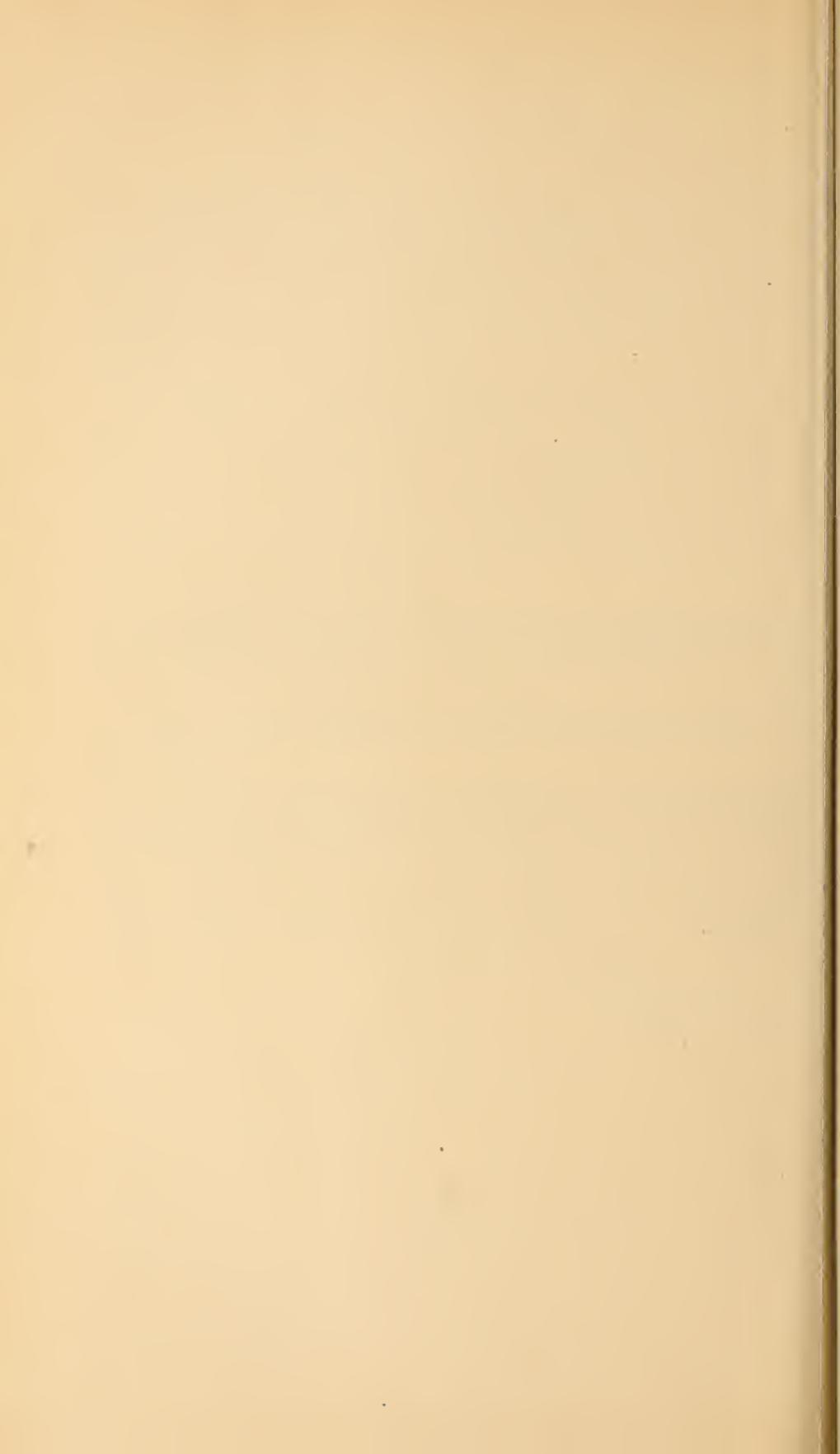
New Central Building.—Since last report this building has been put under roof and is now nearly completed. It has been built in the most solid and substantial manner throughout, and fitted up with all the latest improvements and conveniences for the transaction of business and ready inter-communication of the Officers and Departments who will occupy it.

Respectfully submitted,

S. R. JOHNSTON,

Master of Road.

MACHINERY DEPARTMENT REPORT.



OFFICE OF THE MASTER OF MACHINERY,

BALTIMORE AND OHIO RAILROAD COMPANY,

Baltimore, 1st October, 1882.

JOHN W. GARRETT, Esq., *President.*

SIR:—I submit herewith report of the operations of this Department for the fiscal year ended 30th September, 1882. My predecessor, Mr. John C. Davis, resigned his position as Master of Machinery on the 28th of February, 1882.

STATEMENT OF EXPENSES OF THE MACHINERY DEPARTMENT,

From 1st October, 1881, to 30th September, 1882.

MAIN STEM,

Including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Metropolitan Branch, the Washington City and Point Lookout, the Washington Branch, and the Somerset and Cambria Railroads.

Repairs and Rebuilding of Locomotive Engines	\$654,236 92
Repairs of Passenger, Sleeping and Parlor Cars.....	235,533 16
Repairs and Rebuilding of Tonnage Cars.....	480,503 88
Repairs and Rebuilding of Coal Cars	155,188 80
Repairs and Rebuilding of Stock Cars.....	39,555 81
Repairs of Stationary Machinery.....	95,754 98
Cleaning Engines and Cars and putting away Engines...	88,908 82
Preparing Fuel and Filling Tenders.....	20,032 41
Contingent Expenses.....	11,574 48
Fuel.....	327,305 20
	—————
	\$2,108,594 46

PARKERSBURG BRANCH.

Repairs of Locomotive Engines.....	\$57,439 00
Repairs of Passenger Cars.....	6,364 54
Repairs of Tonnage Cars.....	29,111 90
Repairs of Coal Cars.....	2,227 60
Repairs of Stock Cars.....	4,378 71
Repairs of Stationary Machinery.....	4,247 95
Cleaning Engines and Cars and Putting away Engines...	6,198 43
Preparing Fuel and Filling Tenders.....	1,306 03
Contingent Expenses.....	65 89
Fuel.....	23,115 64
	—————
	134,455 69
	—————
	\$2,243,050 15

The equipment of locomotive engines of the Main Stem is, namely:

In service 30th September, 1881 .....	.....	534
Built in the fiscal year of 1882.....	.....	29
Total .....	.....	563
Less withdrawn from the service.....	.....	11
Present equipment.....	.....	552

Of the 29 engines built at the Mount Clare Works, 19 are of the consolidation pattern for freight traffic, with cylinders 20 by 24 inches, 50 inch driving wheels, 8 drivers connected, with a two wheel pony truck, weighing 102,000 pounds; one, with cylinders 17 by 24 inches, and 4 drivers of 50 inches each in diameter, weighing 67,050 pounds, for use at Chicago for switching purposes; and nine for passenger service, with cylinders 19 by 24 inches and 4 drivers of 69 inches each in diameter, weighing 90,050 pounds. Eleven of the engines replace that number withdrawn because their capacity and patterns are not now adapted to the requirements of the service. Eighteen of the 29 engines, costing \$174,411.11 have been charged to rolling power, and 11, costing \$95,314.27 have been charged to the repair account.

Three consolidation engines for use on the Pittsburgh Division are under construction and will be completed at an early date.

COMPARISON OF MILES RUN BY LOCOMOTIVE ENGINES.

	Main Stem.	Park. Branch.	Wash. Branch.	Total.
1881.....	8,765,007	1,126,796	872,763	10,764,566
1882.....	8,373,046	1,013,011	845,952	10,232,009
Decrease.....	391,961	113,785	26,811	532,557

During the year 114 engines have received thorough repairs costing \$228,034.68. The motive power is in first-class condition.

The equipment of cars is thus shown :

In service 30th September, 1881.....	.....	14,724
Added in fiscal year of 1882.....	.....	1,666
Less broken up and worn out and withdrawn from the service...	.....	493
	.....	1,173
		15,897

These 1173 cars cost \$727,715.49, and have been charged to rolling power. The entire number of 1666 cars have been built and rebuilt at the Company's shops, except 48.

The cars thus built and rebuilt by the Company consist of 22 eight wheeled passenger, 51 feet $8\frac{1}{2}$ inches long, with large windows and double blinds, finished in the interior with solid mahogany and bronze trimmings, decorated with oak head linings removable in sections and furnished with three double burner bronze lamps; 5 cars for the postal service, with six wheeled trucks; 5 baggage, 51 feet $8\frac{1}{2}$ inches long, with standard trucks and all modern conveniences; 714 gondola; 404 hopper gondola; 228 side dump, 208 house, 11 caboose, 9 flat bottom, 4 stock and 8 dump cars. Four hundred and ninety-three cars restore those lost to the service, costing \$139,507.65, which have been charged to the repair account. One hundred and fifty house cars have been arranged for ventilation and fitted with air brakes, costing \$7,058.93; 1058 cars have received thorough repairs, costing \$166,937.77; and 389 have been repainted, costing \$7,844.93.

Ten passenger cars, similar to those recently built, are progressing toward completion.

\$11,896.51 have been charged to the construction account for the additions to the shop machinery, consisting of one bolt cutter for Piedmont; one spring tester each for Cumberland and Wheeling; and for Mount Clare, one veneer former, one planer, one sawing machine, two cut off saws, one bolt heading machine, one car mortiser, one grinder and grinding machine, one duplicate pump and one 3500 lbs. steam hammer with anvil. The shop machinery is in good condition.

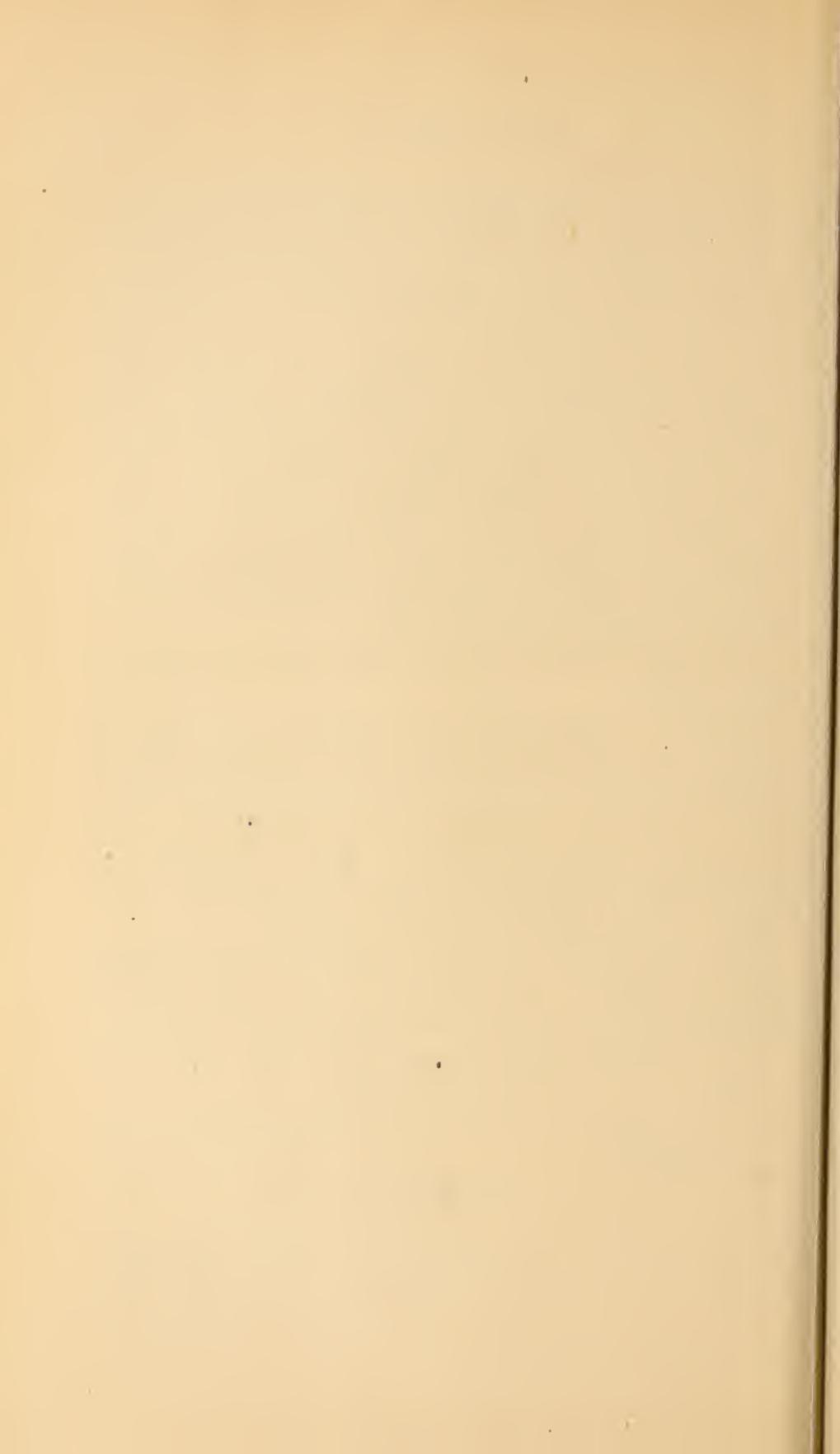
The operations of the mill at Cumberland have been highly satisfactory. \$6,526.69 have been charged to the construction account for new and additional rolls and guides for the manufacture of 3 in. and 4 in. angle iron, and 8 in., 10 in. and 12 in. channel iron. The buildings and machinery have been kept up to the standard.

My acknowledgments are due to my various assistants and the employes generally.

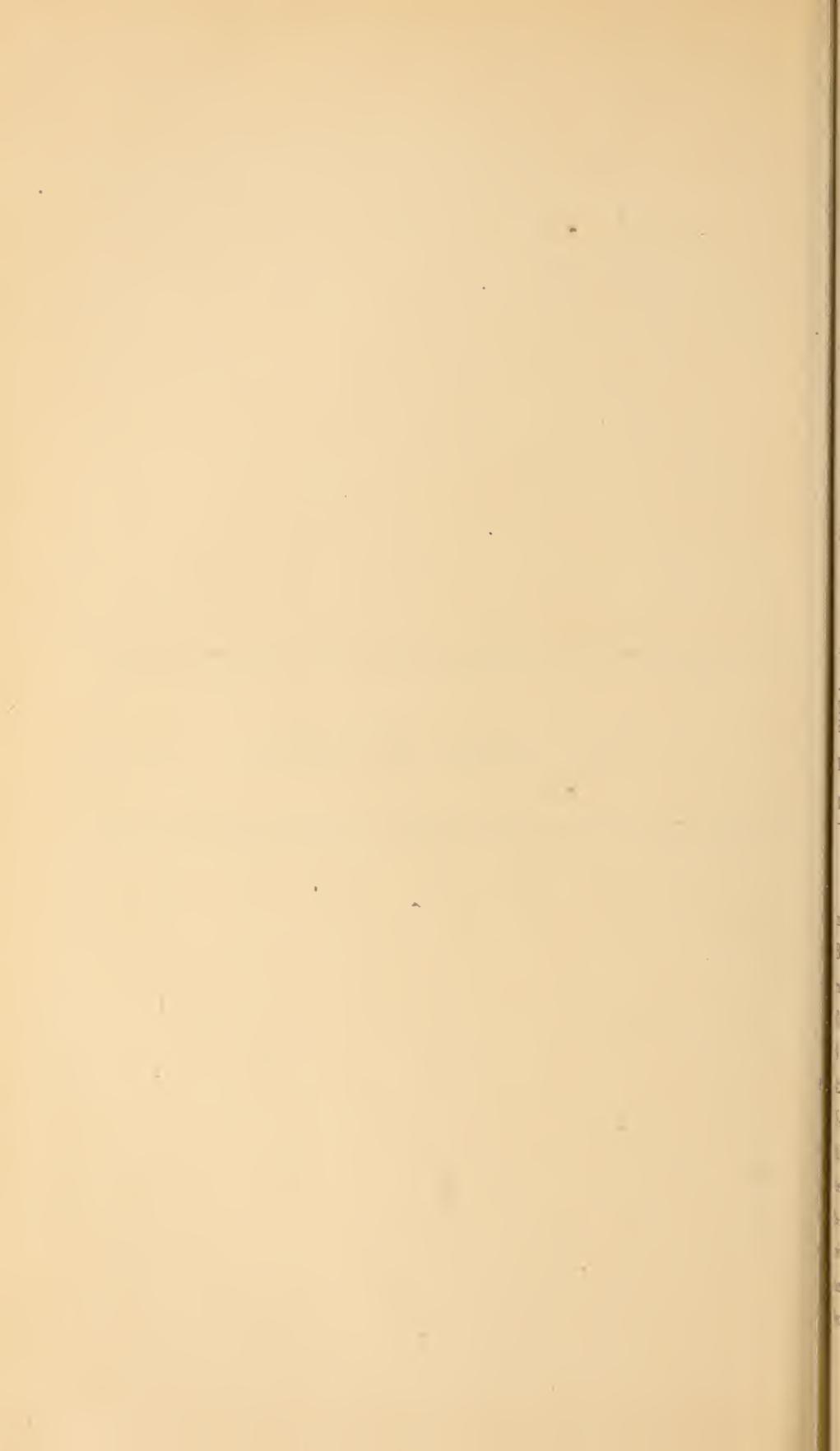
Respectfully submitted,

N. E. CHAPMAN,

Master of Machinery.



TRANS-OHIO DIVISIONS.



Baltimore and Ohio Railroad Company,

TRANS-OHIO DIVISIONS,

OFFICE OF GENERAL MANAGER,

CHICAGO, 1st October, 1882.

JOHN W. GARRETT, ESQ., President.

SIR:—I submit herewith statement of the operations of the Trans-Ohio Divisions for the fiscal year ended 30th September, 1882.

CENTRAL OHIO DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1882 with 1881.

	1881-1882.	1880-1881.
Earnings.....	\$987,401 99	\$1,006,025 40
Expenses.....	672,469 73	777,757 85
Earnings more than Expenses.....	\$314,932 26	\$228,267 55
Miles run by Engines.....*	1,472,177	1,459,100

ROAD DEPARTMENT.

Repairs of Railway.—141 tons of steel rails have been laid in the main track, and 429 tons of iron rails in sidings and yards between Bellaire and Newark. 508 tons of steel rails and 28 tons of iron rails for sidings have been laid in the track between Newark and Columbus. $15\frac{1}{2}$ miles of track between Bellaire and Newark and 3 miles between Newark and Columbus have been re-ballasted. 42,679 cross-ties have been placed in the track between Bellaire and Newark and 19,034 between Newark and Columbus. Included in this number are those laid in new sidings, of which 14,278 feet have been laid between Bellaire and Newark and 1,698 feet between Newark and Columbus. 40 cattle guards have been rebuilt between Bellaire and Columbus. Wire fence has been built, namely: 13,086 feet between Bellaire and Newark and 13,200 feet between Newark and Columbus. At East Newark a block signal has

been erected for the government of trains approaching the yard. Clearance posts have been placed at all sidings, and station limit signs and signals, indicating one mile to station, have been put up on each side of all stations.

Bridges.—A new floor has been placed on the overhead bridge at the Pike near Columbus. New trestle supports have been placed under Grass Creek Bridge. The roof of Bridge No. 6 has been renewed. The trestle at Bridge No. 10 has been replaced with three spans of trussed girder each 28 feet long. Iron Bridges Nos. 11, 13, 18, 20, 39 and 40 have been newly painted. Bridge No. 28 has had the floor beams, ties and tie stays renewed. Bridge No. 17 which was destroyed by fire April 20, 1882, and the opening trestled, is now being replaced by a new iron superstructure 72 feet long. Bridge No. 39 which was destroyed by fire September 5, 1881, has been replaced by an iron truss, 122 feet long, and 53½ yards of masonry constructed for new bridge seats. Iron Bridge No. 40 has had the wooden stringers replaced with iron I beams and new ties and tie-stays put on. The trussed girder bridge at Bailey's Mill, 28 feet long, has been rebuilt. The County Road Bridge, east of Coal Dale, has received a new floor and has been generally repaired. The County Road Bridge at Concord, 61 feet long, has been rebuilt and the County Road Bridge at Salesville has had the floor renewed and received general repair. 111 yards of masonry have been rebuilt in stone culvert 1½ miles west of Campbell's and 141 yards in the culvert 2½ miles west of same point. A stone box culvert containing 29 yards of masonry has been built in Bellaire yard. 405 feet of wooden and 240 feet of brick sewers have been put in. 68 lineal feet of trestle work have been renewed and iron stringers substituted for 147 lineal feet of wooden stringers in culverts. All bridges and trestles have been kept in good order.

Depots and Buildings.—At Bellaire the passenger depot has been extensively repaired and painted throughout, and 204 lineal feet of passenger platform rebuilt. A tin roof has been put on the office and store room at the shops and extensive repairs made to the roof of the machine shop. At Cambridge, a new track scale 34 feet long has been erected; 35 yards of masonry were used in the foundation. At

Norwich a brick passenger and freight depot 18 by 36 feet, with slate roof, and 3,521 square feet of platform have been built. At Zanesville, a slate roof has been placed on the smith shop, and an addition 17 by 18 feet built to the bolt machine shop. A coal house 10 by 30 feet and a new lumber and tool house 24 by 94 feet have also been erected. At Newark, a two story addition 16 by 18 feet has been built to the general office, and a Dispatcher's Office 18 by 32 feet, two stories high, erected at East Newark. At Kirkersville the stock shutes have been rebuilt. At Columbus, a freight platform 9 by 80 feet, and at Ohio Central Junction at Granville, a passenger platform 6 by 156 feet have been built. At Barnesville, the freight platform and the passenger platforms at Lewis' mill, Salesville, Mineral Siding, Barnesville, Warnocks, Kirkersville, Summit and Big Walnut, aggregating 1,107 feet in length, have been rebuilt. All depots and buildings have been kept in good repair.

Water Stations.—At Bellaire a new frost-proof tank, 16 by 20 feet, of 36,000 gallons capacity has been erected, and 34 yards of masonry built in foundation for it. At Black Hand, new tubs, of 30,000 gallons aggregate capacity, have been placed in the station. At Newark, 200 feet of 6 inch pipe have been relaid. At Big Walnut a new roof has been put on the power house. All water stations have been kept in good working order.

LAKE ERIE DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1882 with 1881.

	1881-1882.	1880-1881.
Earnings	\$940,768.94	\$899,791.72
Expenses.....	706,067.89	787,417.91
Earnings more than Expenses	\$234,701.05	\$112,373.81
Miles run by Engines.....	1,274,653	1,250,881

ROAD DEPARTMENT.

Repairs of Railway.—353 tons of steel and 248 tons of iron rails were laid in the track. 14 miles of track have been reballasted. 59,073 cross-ties have been placed in the track. Included in this number are those laid in sidings, of which $5\frac{1}{3}$ miles have been

built. $5\frac{1}{2}$ miles of wire fence have been built and 40 cattle guards have been rebuilt. The ore-storage trestle at Sandusky has been extended 745 feet. An additional trestle 832 feet long, with the necessary tracks has also been built there. The trestle at north end of bridge north of Bellville, 65 feet long, has been filled and converted into embankment. At Mt. Vernon, an incline trestle work with tracks has been erected at Israel's coal yard for the convenient handling of coal. Clearance posts have been erected at all sidings, and station limit signs, and signals indicating one mile to station, have been put up on each side of all stations.

Bridges -- Bridges Nos. 1 and 4 have had new floor beams put in and have been extensively repaired. Iron Bridges Nos. 5, 6, 7, 11 and 13 have been painted. Four spans of trussed girders 28 feet long each, have been substituted for trestle work at Vanatta's. $32\frac{2}{7}$ yards of masonry have been built in culvert one mile north of Plymouth, and 35 yards in culvert at Sandusky. The arch culvert over the mill race at Mt. Vernon has been completed, 156 yards of masonry having been built, in addition to the 375 yards stated in last year's report. 472 lineal feet of trestle work have been rebuilt. Iron I beams, in 227 lineal feet of trestle work, have been substituted for wooden stringers, and the ties and tie-stays renewed. 220 lineal feet of new wooden box culverts have been constructed. All bridges and trestles have been kept in good repair.

Depots and Buildings.—At Newark the passenger depot has been thoroughly repaired, and the exterior painted. The grounds adjacent have been enclosed, graded, planted with trees and shrubbery and converted into neat and attractive lawns. 237 feet of 2 inch pipe and 140 feet of $1\frac{1}{4}$ inch water pipe have been laid. 8,391 square feet of passenger platform have been rebuilt and 1,280 square feet of additional platform built. At the shops a building 30 by 38 feet has been erected for storing iron, and $125\frac{2}{3}$ yards of masonry built in foundations for machinery. At Mt. Vernon, the depot has been thoroughly repaired and painted, and a new platform 27 by 38 feet built. At Fredericktown, the stock yards, 65 by 73 feet, have been rebuilt, and a double deck stock chute built. At Ankenytown, a small depot 10 by 12 feet has

been built. At Independence an addition to the depot, and a bay window have been erected, and the entire building repaired and painted. At Mansfield, the depot has been thoroughly repaired and painted and the passenger platform extensively repaired. At New Haven, the depot has been thoroughly repaired and painted. At Chicago Junction a house 12 by 20 feet for boxes of trainmen has been built. At Centerton, the stock yard, 42 by 70 feet, and a double deck chute has been rebuilt. At Sandusky an ice house 22 by 42 feet, and a grain elevator of 62,000 bushels capacity, and 107 yards of masonry in the foundation, have been built. A new 34 feet track scale has been constructed near the elevator, and 36 yards of masonry used in the foundation. 31 yards of masonry have also been built in foundations for the engine to drive the elevator machinery. A boiler house 14 by 30 feet has been erected and furnished with a boiler to supply steam to the engines in power houses of elevator and coal derricks. A power house 14 by 34 feet for ore derricks has been erected, and six ore hoists constructed for the rapid handling of ore. 685 feet in length of the timber work on the ore dock, 75 lineal feet of the boiler house dock, and 357 lineal feet of the elevator dock, have been rebuilt. A platform 8 by 40 feet has been built for handling fish, and the floor of the boiler shop renewed. The passenger platforms at Shelby Junction, Bellville, Independence and Utica have been rebuilt. All depots and buildings have been kept in good repair.

Water Stations.—At Newark shops 130 feet of 3 inch pipe have been laid from the water tank to the round house. At Mt. Vernon, the old water station has been taken down and a penstock erected connected with the city water supply. 40 feet of 3 inch pipe have been laid in the connections. All water stations have been kept in good working order.

STRAITSVILLE DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1882 with 1881.

	1881-1882.	1880-1881.
Earnings	\$188,937.47	\$177,304.53
Expenses.....	175,859.15	135,755.74
Earnings more than Expenses.....	\$13,078.32	\$41,548.79
Miles run by Engines	285,819	288,126

ROAD DEPARTMENT.

Repairs of Railway.—860 tons of steel rails and 731 tons of iron rails have been laid in the track. Five miles of track have been reballasted. 18,780 cross-ties have been placed in the track. Included in this number are those used in new sidings, of which 780 feet have been laid. 6 miles of wire fence have been built and 25 cattle guards rebuilt. 30 of the trestles supporting the roof of Bristol tunnel have been renewed. Clearance posts have been placed at all sidings. Station limit signs, and signals indicating one mile to station, have been put up on each side of all stations.

Bridges.—Bridge No. 1, 121 feet clear span, has been rebuilt. 158 lineal feet of trestle work have been rebuilt. In 168 feet the ties and tie-stays have been renewed. New stringers have been placed upon the entire length of the large trestle north of Somerset. Two stone culverts near Somerset have been rebuilt, 45 $\frac{1}{2}$ yards of masonry having been built. All bridges and trestles have been kept in good repair.

Depots and Buildings.—At Shawnee a sand house 12 by 30 feet has been built, and the turn table rebuilt. A transfer platform 36 feet long has also been erected at this station. At Junction City, two stock pens, each 37 by 40 feet, with double deck chute, have been erected. At Somerset, two stock pens, each 28 by 38 feet, with double deck chute, and a coal bin, 12 by 24 feet, have been built. A brick depot, 20 by 40 feet, with slate roof is now in course of construction. 650 lineal feet of passenger platforms have been rebuilt at National Road, Thornport, Glenford, McCuneville and Dixon, and the passenger platforms at Avondale, Chalfant's, Somerset, Wellans and Shawnee have been extended an aggregate of 250 feet. All depots and buildings have been kept in good repair.

Water Stations.—Land has been purchased at Shawnee, and a reservoir constructed, with a capacity of 2,000,000 gallons. A new penstock has been erected and 760 feet of 8 inch pipe laid, with suitable stop cocks, connecting the penstock and reservoir, from which a natural flow of water is obtained. All water stations have been kept in good working order.

CHICAGO DIVISION.

Comparison of Earnings and Expenses for the fiscal year 1882 with 1881.

	1881-1882.	1880-1881.
Earnings	\$1,692,006.57	\$1,638,661.65
Expenses.....	1,245,600.01	1,185,591.97
Earnings more than Expenses.....	\$446,406.56	\$453,069.68
Miles run by Engines.....	2,118,914	2,215,726

ROAD DEPARTMENT.

Repairs of Railway.—9,320 tons of steel rails have been laid in the track. 60 miles of track have been reballasted. 228,348 cross-ties have been placed in the track. Included in this number are those laid in sidings. 134 cattle guards have been rebuilt, and $12\frac{3}{4}$ miles of wire fence have been erected where wooden fences have been destroyed. Clearance signs have been placed at all sidings, and station limit signs have been put up at each side of all stations.

Bridges.—At Tiffin, the iron bridge has had the ties renewed, and a stone retaining wall, containing 78 yards of masonry, built at the Sandusky Street Bridge. At Maumee river bridge new ties and tie stays have been placed upon the entire structure. All overhead county road and farm bridges have been repaired and raised to $18\frac{1}{2}$ feet clear of the rail. Trestles Nos. 99, 134, 135, 159 and 160 have been entirely rebuilt, and all other trestles and bridges have been repaired, many of them extensively.

Depots and Buildings.—At Chicago Junction, the turntable has been thoroughly repaired, a new bottom put in the coal shutes, and other extensive repairs made. At Deshler new bottoms have been put in, and other extensive repairs made to the coal shutes. At Garrett, the turntable has been thoroughly repaired, new bottoms put in the coal shutes and other extensive repairs made. The ash pit at the round house has been rebuilt, 20 yards of stone masonry and 3,700 new bricks having been used. At South Chicago, the ash pit at the round house, containing 13 yards of stone masonry and 1,200 fire bricks, has been rebuilt. New bottoms have been put in, and other extensive repairs made to the coal shutes, and a sleeping room 16 by 66 feet for train men has been

provided. 80,000 feet of lumber have been used in repairing the driveway to the freight house at Chicago. The passenger depots at Chicago Junction, Fostoria, Hoyt's Corner, Sherwood, Hicksville, Garrett, Albion, Napanee, Republic, Basecom, Bloomdale, Bairdstown, Delaware Bend, St. Joe, Auburn Junction, Cromwell, Syracuse, Milford and La Paz, have been thoroughly repaired and painted. All grain elevators have been repaired and maintained in good working order. All other depots and buildings have been kept in good order.

Water Stations.—At Garrett, 425 feet of $1\frac{1}{2}$ inch pipe have been laid in connection with a system of wells that has been bored for supplying the engines and shops with water. At Attica, 150 feet of 4 inch pipe and at St. Joe 275 feet of 4 inch pipe have been laid. New outlet spouts have been put on the stations at Attica, North Baltimore, Ridgefield, Hicksville, St. Joe, Albion and Millers. All other water stations have been maintained in good working order.

Construction.— $3\frac{42}{100}$ miles of sidings have been laid. 21 new cattle guards and $26\frac{1}{4}$ miles of wire fence have been built. 156 trestles, aggregating 11,418 feet, or 2 miles 858 feet, have been replaced by permanent embankments requiring 825,694 cubic yards of earth. These trestles were erected at the time of the construction of the line on account of scarcity of earth in the immediate vicinity, or by reason of the wet and soft character of the land, requiring at that time pile foundations. Since then the lands have been thoroughly drained, so as to sustain the weight of embankments, and the road bed is now made strong and permanent, with water ways of stone or vitrified tile pipe. 25 yards of masonry have been built in a retaining wall, at the canal trestle work at Defiance, to sustain the foot of the embankment. 171 yards of ashlar masonry have been built in abutments over the wagon way at Wolf Creek and an iron I beam superstructure is now being erected, superseding the former trestle work. The remainder of the trestle is being filled and converted into embankment. At Maumee River Bridge Iron I beam stringers have been substituted for wooden ones in each span. 225 yards of masonry have been built in stone box culverts at trestles Nos. 5, 23, 24, 312 and 31 and the trestles filled. At Tiffin, a new grain elevator, with a capacity of 30,000 bushels, has been erected, and an extension, 10 by 18 feet, mad

to the freight platform. At Fostoria, an addition to the passenger depot 16 by 18 feet, with a bay window 3 by 8 feet, a coal house 8 by 10 feet, 2,580 square feet of freight platform, and 180 square feet of passenger platform have been built. At Ridgefield, a section house, 15 by 30 feet, one and a half stories, with a kitchen, 8 by 16 feet, has been built. At Hoyt's Corner, a coal house 8 by 10 feet has been built. At Deshler, stockpens 40 by 40 feet, with double deck chute, have been erected. At Holgate, the passenger depot has been moved to the Toledo, Cincinnati and St. Louis Junction. It has been thoroughly repaired and painted, and converted into a joint passenger depot, and 1,500 square feet of passenger platform built. The Toledo, Cincinnati and St. Louis Company's freight house has been repaired, and now serves as a joint freight house, 512 square feet of freight platform having been built. At Standley, 900 square feet of passenger and freight platform have been built. At Defiance, a 34 feet track scale, with $31\frac{5}{7}$ yards of masonry in the foundation, has been erected, and an express room 18 by 24 feet built. At Sherwood, an addition to the stock yards 30 by 70 feet, and 600 square feet of passenger and freight platform have been built. At Hicksville, an addition to the passenger depot 18 by 30 feet, with bay window 4 by 9 feet, has been built, and 760 square feet of platform erected. At Garrett, an ice house 22 by 42 feet, a coal house 14 by 23 feet, a coal bin under the passenger platform 14 by 26 feet, a store room or iron, at the shops, 17 by 24 feet, and 376 square feet of passenger platform have been built. A 34 feet track scale, with $31\frac{5}{7}$ yards of masonry in the foundations, and $10\frac{1}{2}$ yards of masonry for foundations for machinery at the shops, have also been erected. A partition 20 by 76 feet, to form a boiler shop, has been put in the smith shop. At Albion, an addition 18 by 30 feet, with bay window 4 by 9 feet, has been made to the passenger depot, and 2,036 square feet of passenger and freight platform built. At Cedar Beech an octagonal depot building, of 12 feet sides, has been erected and the necessary platforms built. At Napanee, an addition 18 by 30 feet, with bay window 4 by 9 feet has been made to the passenger depot, and 2,200 square feet of passenger and freight platform built. At Teegarden, 675 square feet of passenger and freight platform have been built. At Union Centre, stock yards 50 by 50 feet,

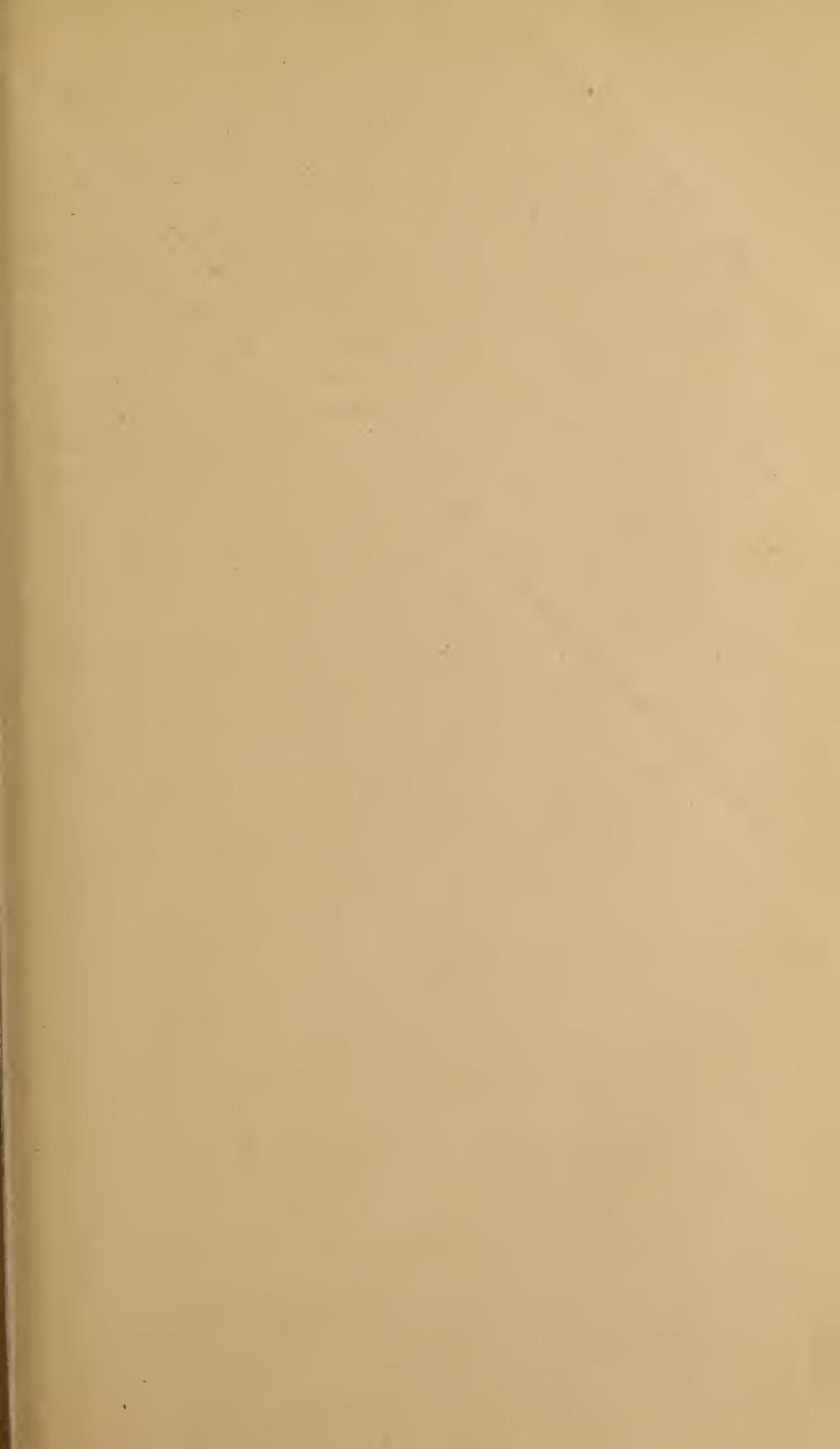
with double deck shutes, have been built. At Alida, 9 yards of masonry for foundations for elevator have been built, and the elevator, formerly at Auburn, removed to this station and re-erected. At Woodville, stock yards, 50 by 50 feet, with double deck shutes, have been built. At South Chicago, a transfer house 42 by 350 feet, and an office 18 by 25 feet, covered on the sides and roof with iron, have been erected. A scale house 6 by 8 feet, a house for storing sacks, 8 by 12 feet, and a two story octagon target house 8 feet in diameter, 18 feet high with semaphore 36 feet high, at the Chicago and Western Indiana crossing, have also been erected. Five yards of stone masonry have been built in foundations for machinery at the shops. At Chicago a yard master's office 8 by 12 feet, a coal house $5\frac{1}{2}$ by 27 feet, a coal bin 10 by 38 feet, with crane and fixtures for handling coal on engines, and 2,250 square feet of passenger platform have been built. A new plank drive way 17 by 18 feet, has been built between the Exposition Building and Armory. A Garrett 225 feet of 3 inch pipe have been laid in a system for fire protection at the shops and round house. At Syracuse a new frost proof water station of 36,000 gallons capacity has been erected, and 160 feet of 3 inch pipe laid, connecting it with the power house. At Bremen a new frost proof water station of 36,000 gallons capacity, and a power house 12 by 24 feet, on stone foundations, have been built. 75 feet of 3 inch, and 310 feet of 4 inch pipe have been laid connecting the pump with the creek. At Wellsboro a water station and power house, similar to those at Bremen, have been erected, and 110 feet of 3 inch pipe laid connecting the pump with the creek. At Chicago a siphon has been put in, and pipe laid connecting it with Lake Michigan, for supplying the yard engines with water, which was formerly obtained at the Weldo Shops.

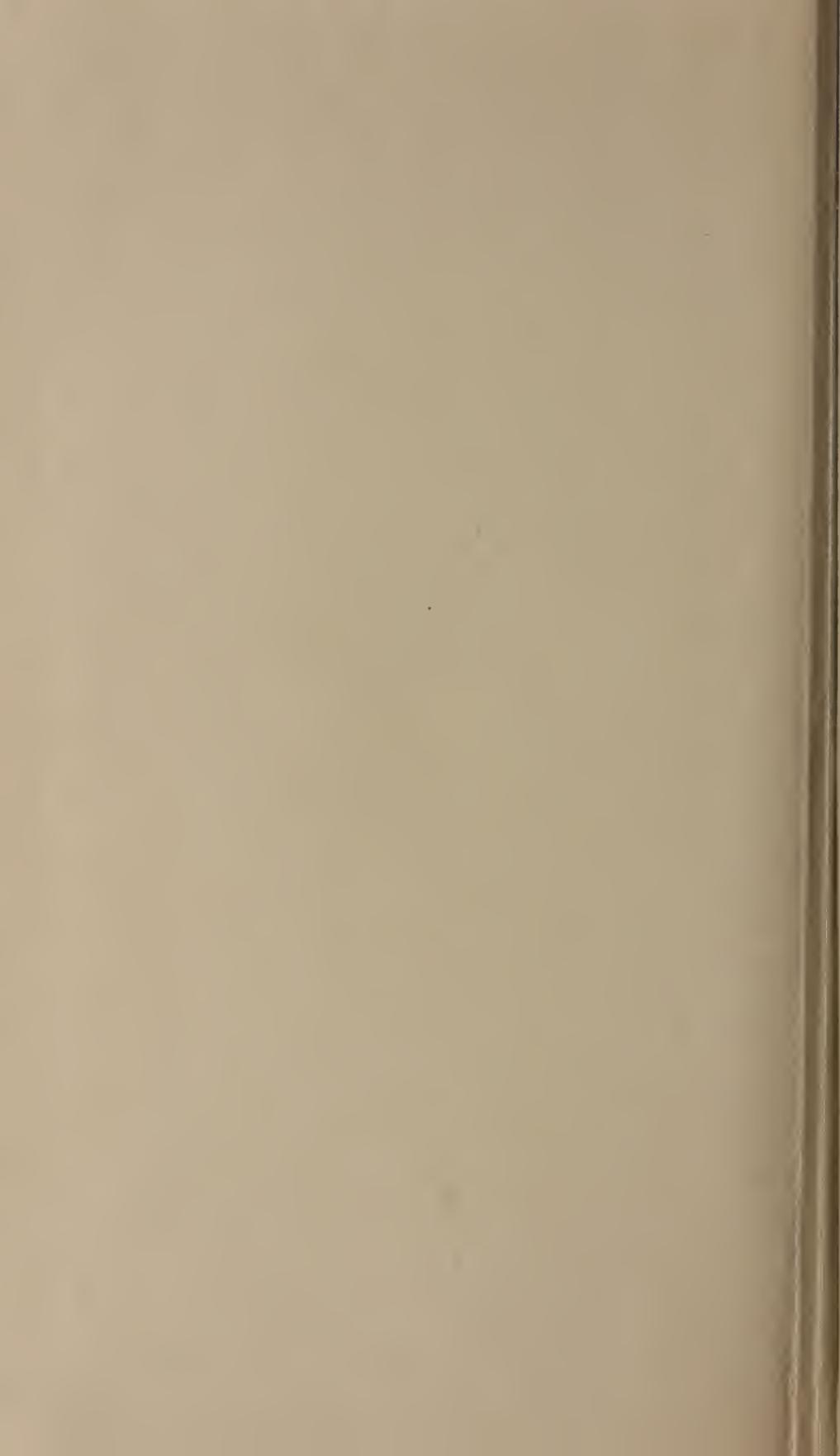
I desire to express to the officers and employees of the Trans-Ohio Divisions, my appreciation of their cordial co-operation and assistance during the year.

Respectfully submitted,

B. DUNHAM,

General Manager Trans-Ohio Divisions.





DO NOT CIRCULATE

